# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# 148

## TIME TABLE

FOR THE

## LOS ANGELES DIVISION

To Take Effect Sunday, April 4, 1926, at 12:01 A. M.

**PACIFIC STANDARD TIME (120th MERIDIAN).**

**For the government and information of employes only, and not intended for the use of the public.**

J. H. DYER,
*General Manager.*

F. L. BURCKHALTER,
*First Assistant General Manager.*

R. L. RUBY,
*Superintendent of Transportation.*

T. H. WILLIAMS,
*Assistant General Manager.*

G. E. GAYLORD,
*Superintendent.*

# SANTA BARBARA SUBDIVISION.

## EASTWARD

Time Table No. 148

April 4, 1926

| Capacity Sidings in Car Lengths | THIRD CLASS | | | FIRST CLASS | | | | | | | | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 36 | 118 | 244 | 78 | 38 | 72 | 32 | 70 | 74 | 76 | 102 | | |
| | Ventura Los Angeles Passenger | Mixed | Sunset Manifest Freight | Shore Line Limited | Los Angeles and Oxnard Passenger | Daylight Limited | Santa Barbara Los Angeles Passenger | Los Angeles Passenger | Padre | Lark | Sunset Limited | | |
| | Leave Daily | Leave Daily Ex Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| BKPWFT Yard | | | 8.55AM | 7.30PM | | 4.45PM | 2.30PM | 8.00AM | 6.35AM | 6.05AM | 5.00AM | 370.7 | TO-R STA. BARBARA<br>1.2 |
| | | | 9.00 | 7.35 | | 4.50 | 2.35 | 8.05 | 6.40 | 6.10 | 5.05 | 371.9 | E. STA. BARBARA<br>1.5 |
| 47 | | | 9.05 | 7.37 | | 4.53 | 2.38 | 8.07 | 6.43 | 6.13 | 5.08 | 373.4 | COUNTRY CLUB<br>0.5 |
| | | | | | | | | | | | | 373.9 | MONTECITO (No Siding)<br>0.7 |
| | | | | | | | f | f | | | | 374.6 | MIRAMAR<br>1.6 |
| P | | | 9.13 | | | 4.57 | f 2.42 | | 6.47 | 6.17 | 5.12 | 376.2 | SUMMERLAND<br>1.1 |
| 93 P | | | 9.18 | 7.42 | | 4.59 | 2.44 | 8.12 | 6.49 | 6.19 | 5.14 | 377.8 | ORTEGA<br>3.9 |
| 46 PW | | | 9.28 | 7.47 | | 5.04 | f 2.50 | f 8.18 | 6.54 | 6.25 | 5.19 | 381.2 | TO CARPINTERIA<br>1.1 |
| | | | | | | | | | | | | 382.3 | SEAROAD (Spur)<br>1.1 |
| 44 P | | | 9.34 | 7.50 | | 5.07 | 2.53 | 8.21 | 6.57 | 6.29 | 5.22 | 383.4 | WAVE<br>1.1 |
| 16 P | | | | | | | | | | | | 384.5 | BENHAM (Spur)<br>1.2 |
| 44 P | | | 9.42 | 7.54 | | 5.11 | 2.57 | 8.25 | 7.01 | 6.34 | 5.26 | 385.7 | PUNTA<br>2.9 |
| 70 P | | | 9.49 | 7.58 | | 5.15 | 3.01 | 8.29 | 7.05 | 6.39 | 5.30 | 388.6 | SEACLIFF<br>4.3 |
| 44 P | | | **10.01** | 8.04 | | 5.21 | **3.07** | 8.35 | 7.11 | 6.45 | 5.36 | 392.9 | DULAH<br>4.4 |
| P | | 2.10PM | | | | | | | | | | 397.3 | VENTURA JCT.<br>0.9 |
| 54 PW | 3.05PM | s 2.12PM | **10.32** | s 8.16 | | **5.33** | s 3.19 | s 8.48 | 7.22 | 6.56 | 5.47 | 398.2 | TO VENTURA<br>1.2 |
| | | | | | | | | | | | | 399.4 | ABSCO (Spur)<br>0.8 |
| | | | | | | | | | | | | 400.2 | LEMON<br>0.8 |
| | f 3.13 | | 10.49 | 8.20 | | 5.37 | 3.23 | 8.52 | 7.26 | 7.00 | 5.51 | 401.0 | EDFU<br>2.2 |
| 48 PY | s 3.18PM | | 11.09 | 8.23 | 8.16PM | 5.40 | f 3.28 | f 8.56 | 7.29 | 7.03 | 5.54 | 403.2 | MONTALVO<br>2.4 |
| | | | | | | | | | | | | 405.6 | EL RIO (Spur)<br>2.2 |
| BKFWYP 63 | | | 11.30 | s **8.30** | s 8.23PM | 5.46 | s 3.38 | s 9.06 | 7.35 | 7.11 | 6.00 | 407.8 | TO OXNARD<br>4.3 |
| 76 P | | | 11.40AM | 8.36 | | 5.52 | 3.44 | 9.12 | 7.41 | 7.17 | 6.06 | 412.1 | LEESDALE<br>1.5 |
| 35 | | | | | | | | | | | | 413.6 | SUCROSA<br>3.0 |
| 73 P | | | 12.05PM | 8.42 | | 5.58 | f 3.51 | f **9.23** | 7.47 | 7.23 | 6.12 | 416.6 | TO CAMARILLO<br>3.2 |
| 41 P | | | 12.20 | 8.46 | | 6.02 | 3.56 | 9.29 | 7.52 | 7.29 | 6.16 | 419.8 | TO SOMIS<br>3.1 |
| 71 P | | | 12.35 | 8.51 | | 6.06 | 4.02 | 9.34 | 7.57 | 7.34 | 6.20 | 422.9 | LAGOL<br>4.2 |
| 73 PW | | | **12.55** | 8.58 | | 6.12 | f 4.10 | f **9.43** | 8.04 | 7.42 | 6.27 | 427.1 | TO MOORPARK<br>5.1 |
| 70 P | | | 1.14 | **9.06** | | 6.19 | 4.19 | 9.52 | 8.12 | 7.51 | 6.34 | 432.2 | STRATHEARN<br>1.3 |
| 18 P | | | | | | | f | f | | | | 433.5 | SIMI<br>4.0 |
| 55 P | | | 1.30 | **9.16** | | 6.27 | f **4.29** | f 10.01 | 8.20 | 8.01 | 6.42 | 437.5 | TO SANTA SUSANA<br>3.5 |
| 78 P | | | 1.45 | 9.24 | | 6.34 | 4.37 | 10.09 | 8.26 | 8.09 | 6.49 | 441.0 | HASSON<br>4.5 |
| E 90<br>W 53 PW | | | 2.05 | **9.37** | | 6.46 | f 4.49 | 10.21 | **8.38** | 8.22 | 7.01 | 445.5 | TO CHATSWORTH<br>4.4 |
| E 51<br>W 51 P | | | 2.20 | 9.45 | | 6.52 | f 4.55 | f 10.28 | 8.46 | **8.32** | 7.07 | 449.9 | TO ZELZAH<br>4.2 |
| E 51<br>W 51 | | | 2.30 | 9.52 | | **6.58** | 5.01 | 10.34 | **8.52** | 8.39 | 7.13 | 454.1 | RAYMER<br>0.9 |
| I | | | | | | | f | | | | | 455.0 | Crossing P. E. Ry.<br>3.4 |
| E 49<br>W 50 P | | | 2.40 | 10.00 | | 7.04 | 5.07 | **10.41** | 9.00 | **8.45** | 7.19 | 458.4 | HEWITT<br>4.3 |
| PI | | | 2.55PM | 10.08PM | | 7.10PM | 5.13PM | 10.48AM | 9.08AM | 8.53AM | 7.25AM | 462.7 | TO-R BURBANK JCT. |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (92.0) |
| | (0.13) | (0.02) | (6.00) | (2.38) | (0 07) | (2.25) | (2.43) | (2.48) | (2.33) | (2.48) | (2.25) | | ........................Time Over District |
| | 23.07 | 27.00 | 18.40 | 34.93 | 42.85 | 38.07 | 33.86 | 32.85 | 36.07 | 32.85 | 38.07 | | ........................Average speed per hour |

Double Track

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

| Train | At | Passengers to (or beyond) |
|---|---|---|
| 102 | Any Station | El Paso |

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

| Train | At | Passengers from (or beyond) |
|---|---|---|
| 102 | Ventura | West of Santa Barbara |
| 102 | Oxnard | San Jose and West |
| 76 | Montalvo | For Santa Paula Branch |

# SANTA BARBARA SUBDIVISION.

## WESTWARD

| Time Table No. 148<br>April 4, 1926 | Distance from Burbank Jct. | FIRST CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 71<br>Daylight Limited | 77<br>Shore Line Limited | 31<br>Los Angeles Santa Barbara Passenger | 69<br>San Francisco Passenger | 73<br>Padre | 75<br>Lark | 101<br>Sunset Limited | 39<br>Oxnard and Los Angeles Passenger | 35<br>Los Angeles Ventura Passenger | 121<br>Mixed | 243<br>Sunset Manifest Freight |
| STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |
| TO-R STA. BARBARA (Double Track)<br>1.2 | 92.0 | 10.40AM | s 11.23AM | s 6.30PM | s 9.40PM | s 10.45PM | s 11.08PM | s 11.35PM | | | | 5.00PM |
| E. STA. BARBARA (Double Track)<br>1.5 | 90.8 | 10.35 | 11.17 | 6.25 | 9.35 | 10.40 | 11.00 | 11.29 | | | | 4.44 |
| COUNTRY CLUB<br>0.5 | 89.3 | 10.31 | 11.14 | 6.20 | 9.31 | 10.36 | 10.57 | 11.26 | | | | 4.35 |
| MONTECITO (No Siding)<br>0.7 | 88.8 | | | | | | | | | | | |
| MIRAMAR<br>1.6 | 88.1 | | | f | f | | | | | | | |
| SUMMERLAND<br>1.1 | 86.5 | 10.26 | 11.10 | f 6.12 | 9.23 | 10.31 | 10.53 | 11.22 | | | | 4.20 |
| ORTEGA<br>3.9 | 85.4 | 10.24 | 11.08 | 6.10 | 9.21 | 10.29 | 10.51 | 11.20 | | | | 4.15 |
| TO CARPINTERIA<br>1.1 | 81.5 | 10.19 | f 11.03 | s 6.04 | 9.16 | 10.24 | 10.45 | 11.15 | | | | 4.05 |
| SEAROAD (Spur)<br>1.1 | 80.4 | | | | | | | | | | | |
| WAVE<br>1.1 | 79.3 | 10.16 | 10.58 | 5.58 | 9.13 | 10.20 | 10.40 | 11.12 | | | | 3.55 |
| BENHAM (Spur)<br>1.2 | 78.2 | | | | | | | | | | | |
| PUNTA<br>2.9 | 77.0 | 10.11 | 10.54 | 5.54 | 9.09 | 10.16 | 10.35 | 11.08 | | | | 3.40 |
| SEACLIFF<br>4.3 | 74.1 | 10.07 | 10.49 | 5.50 | 9.04 | 10.12 | 10.30 | 11.04 | | | | 3.25 |
| DULAH<br>4.4 | 69.8 | 10.01 | 10.43 | 5.44 | 8.58 | 10.06 | 10.24 | 10.58 | | | | 3.07 |
| VENTURA JCT.<br>0.9 | 65.4 | | | | | | | | | | s 10.47AM | |
| TO VENTURA<br>1.2 | 64.5 | 9.50 | s 10.32 | s 5.33 | s 8.47 | 9.55 | 10.13 | 10.47 | | s 10.12AM | 10.45AM | 2.47 |
| ABSCO (Spur)<br>0.8 | 63.8 | | | | | | | | | | | |
| LEMON<br>0.8 | 62.5 | | | | | | | | | | | |
| EDFU<br>2.2 | 61.7 | 9.45 | 10.24 | 5.23 | 8.40 | 9.51 | 10.08 | 10.43 | | f 10.04 | | 2.35 |
| MONTALVO<br>2.4 | 59.5 | 9.42 | 10.21 | 5.20 | f 8.37 | 9.48 | 10.05 | 10.40 | s 6.56AM | 10.00AM | | 2.27 |
| EL RIO (Spur)<br>2.2 | 57.1 | | | | | | | | f | | | |
| TO OXNARD<br>4.3 | 54.9 | 9.36 | s 10.14 | s 5.14 | s 8.30 | 9.42 | 9.59 | 10.34 | 6.45AM | | | 2.10 |
| LEESDALE<br>1.5 | 50.6 | 9.29 | 10.04 | 5.05 | 8.17 | 9.35 | 9.52 | 10.28 | | | | 1.50 |
| SUCROSA<br>3.0 | 49.1 | | | | | | | | | | | |
| TO CAMARILLO<br>3.2 | 46.1 | 9.23 | f 9.58 | f 4.59 | f 8.10 | 9.29 | 9.46 | 10.22 | | | | 1.30 |
| TO SOMIS<br>3.1 | 42.9 | 9.19 | f 9.53 | f 4.55 | 8.04 | 9.25 | 9.42 | 10.18 | | | | 1.20 |
| LAGOL<br>4.2 | 39.8 | 9.15 | 9.48 | 4.51 | 7.59 | 9.21 | 9.38 | 10.14 | | | | 1.10 |
| TO MOORPARK<br>5.1 | 35.6 | 9.09 | f 9.43 | f 4.45 | f 7.52 | 9.15 | 9.32 | 10.08 | | | | 12.55 |
| STRATHEARN<br>1.3 | 30.5 | 9.02 | f 9.34 | 4.37 | 7.43 | 9.06 | 9.25 | 10.01 | | | | 12.37 |
| SIMI<br>4.0 | 29.2 | | f | f | | | | | | | | |
| TO SANTA SUSANA<br>3.5 | 25.2 | 8.55 | f 9.25 | f 4.29 | 7.35 | 8.58 | 9.16 | 9.54 | | | | 12.25 |
| HASSON<br>4.5 | 21.7 | 8.50 | 9.20 | 4.22 | 7.29 | 8.53 | 9.10 | 9.49 | | | | 12.05PM |
| TO CHATSWORTH<br>4.4 | 17.2 | 8.38 | 9.08 | f 4.10 | 7.17 | 8.41 | 8.58 | 9.37 | | | | 11.40AM |
| TO ZELZAH<br>4.2 | 12.8 | 8.32 | f 9.00 | f 4.03 | f 7.08 | 8.34 | 8.50 | 9.27 | | | | 11.20 |
| RAYMER<br>0.9 | 8.6 | 8.24 | 8.52 | 3.57 | 6.58 | 8.28 | 8.43 | 9.19 | | | | 10.55 |
| CROSSING P. E. RY.<br>3.4 | 7.7 | | | f | | | | | | | | |
| HEWITT<br>4.3 | 4.3 | 8.18 | 8.45 | 3.51 | 6.48 | 8.21 | 8.36 | 9.11 | | | | 10.41 |
| TO-R BURBANK JCT. | 0.0 | 8.12AM | 8.34AM | 3.45PM | 6.40PM | 8.14PM | 8.29PM | 9.02PM | | | | 10.00AM |
| (92.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily |
| Time Over District | | (2.28) | (2.47) | (2.45) | (3.00) | (2.31) | (2.39) | (2.33) | (0.11) | (0.12) | (0.02) | (7.00) |
| Average speed per hour | | 37.29 | 33.05 | 33.45 | 30.66 | 36.55 | 34.06 | 36.07 | 25.09 | 25.00 | 27.00 | 13.14 |

THIRD CLASS

Westward trains are superior to trains of the same class in the opposite direction.

**ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS**

| Train | At | Passengers to (or beyond) |
|---|---|---|
| 101 | Oxnard & Ventura | Del Monte Jct. |

**ADDITIONAL STOPS TO DISCHARGE PASSENGERS**

| Train | At | Passengers from (or beyond) |
|---|---|---|
| 101 | Any Station | El Paso |

# SANTA BARBARA SUBDIVISION.

## EASTWARD

| Capacity sidings in car lengths | SECOND CLASS | | | | | | FIRST CLASS | | | | | | | | | | | | | Distance from San Francisco | Time Table No. 148<br>April 4, 1926 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 264 | 262 | 252 | 244 | 322 | 258 | 78 | 72 | 36 | 86 | 32 | 70 | 34 | 74 | 76 | 26 | 60 | 102 | 8 | | |
| | Freight | Freight | Sunset Manifest Freight | Sunset Manifest Freight | Local Freight | Freight | Shore Line Limited | Daylight Limited | Ventura Los Angeles Passenger | San Francisco Los Angeles Express | Santa Barbara Los Angeles Passenger | Los Angeles Passenger | Oxnard and Los Angeles Passenger | Padre | Lark | Owl | Southern California Express | Sunset Limited | San Francisco Los Angeles Passenger | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | **STATIONS** |
| E 80 W73 BKWFYP | 9.50PM | 3.56PM | 3.30PM | | 11.50AM | 3.52AM | | | 5.07PM | 4.40PM | | | 8.33AM | | | 7.40AM | 7.10AM | | 6.10AM | 450.6 | TO-R **SAUGUS** |
| 66 P | 10.00 | 4.10 | 3.45 | | 12.01PM | 4.01 | | | s5.12 | 4.44 | | | s 8.39 | | | 7.44 | 7.15 | | f 6.15 | 453.0 | 2.4<br>TO **NEWHALL** |
| 80 | | | | | | | | | | | | | | | | | | | | 453.7 | 0.7<br>**ELAYON** |
| | | | | | | | | | | | | | | | | | | | | 454.4 | 0.7<br>**WALTZ JUNC.** |
| 80 P | 10.18 | 4.30 | 4.20 | | **12.20** | **4.25** | | | f5.23 | 4.55 | | | f 8.51 | | | 7.55 | 7.27 | | 6.30 | 456.6 | 2.2<br>TO **TUNNEL** |
| 85 P | 10.30 | 4.40 | 4.30 | | 12.32 | 4.37 | | | f5.27 | 4.59 | | | f 8.55 | | | **7.59** | 7.32 | | 6.34 | 459.2 | 2.6<br>**SYLMAR** |
| 100 BKWFTP | 10.45 | 4.54 | 4.45 | | 12.46 | 4.51 | | | s5.33 | f 5.04 | | | s 9.02 | | | 8.04 | 7.38 | | s 6.41 | 461.8 | 2.6<br>TO-R **SAN FERNANDO** |
| | | | | | | | | | | | | | | | | | | | | 462.5 | 0.7<br>**JOKO** (Spur) |
| 86 P | 10.50 | **5.07** | 4.55 | | 12.51 | 4.56 | | | f5.37 | **5.07** | | | f 9.07 | | | 8.07 | **7.44** | | f 6.45 | 463.4 | 0.9<br>**PACOIMA** |
| P | | | | | | | | | | | | | | | | | | | | 465.6 | 2.2<br>WAHOO (Spur) |
| 66 P | 11.02 | 5.32 | **5.13** | | 1.02 | 5.08 | | | f5.45 | **5.13** | | | f **9.14** | | | 8.13 | 7.50 | | f 6.55 | 467.9 | 2.3<br>**ROSCOE** |
| 64 PI | 11.13 | 5.43 | 5.35 | 2.55PM | 1.12 | 5.19 | 10.08PM | 7.10PM | 5.51 | 5.18 | 5.13PM | 10.48AM | 9.20 | 9.08AM | 8.53AM | 8.18 | 7.55 | 7.25AM | 7.02 | 471.6 | 3.7<br>TO-R BURBANK JCT. |
| 64 PWY | | | | | | | 10.09 | 7.11 | s5.53 | 5.19 | s 5.14 | f10.49 | s 9.22 | 9.09 | 8.54 | 8.19 | 7.56 | 7.26 | s 7.03 | 472.1 | 0.5<br>BURBANK |
| | | | | | | | | | | | | | | | | | | | | 474.3 | 2.2<br>**SEPULVEDA** (Spur) |
| | | | | | | | | | | | | | | | | | | | | 475.0 | 0.7<br>**WEST GLENDALE** |
| P | | | | | | | s10.18 | 7.18 | s6.03 | s 5.25 | s 5.20 | s10.58 | s 9.31 | s 9.18 | s 9.03 | s 8.25 | s 8.04 | s7.34 | s 7.12 | 477.1 | 2.1<br>**GLENDALE** |
| I | | | | | | | | | | | | | | | | | | | | 477.3 | 0.2<br>**Crossing P. E. Ry.** |
| | | | | | | | | | | | | | | | | | | | | 477.9 | 0.6<br>INDUSTRIAL (Spur) |
| | | | | | | | | | | | | | | | | | | | | 479.3 | 1.4<br>**TAYLOR** (Spur) |
| Yard BKTWFP | 11.40PM | 6.05PM | 6.00PM | 4.15PM | 1.30PM | 5.45AM | | | | | | | s | | | | | | | 479.7 | 0.4<br>TO-R LOS ANGELES YD |
| IY | | | | | | | 10.33 | 7.33 | 6.20 | 5.39 | 5.34 | 11.13 | 9.45 | 9.33 | 9.18 | 8.40 | 8.19 | 7.49 | 7.28 | 481.9 | 2.2<br>RIVER STA. TOWER |
| I | | | | | | | 10.37 | 7.37 | 6.24 | 5.43 | 5.38 | 11.17 | 9.49 | 9.37 | 9.22 | 8.44 | 8.23 | 7.53 | 7.33 | 482.5 | 0.6<br>NAUD JCT. |
| Yard BKYWTP | | | | | | | s10.45PM | s7.45PM | s6.30PM | s 5.50PM | s 5.45PM | s11.25AM | s 9.55AM | s 9.45AM | s 9.30AM | s 8.50AM | s 8.30AM | s8.00AM | s 7.40AM | 483.7 | 1.2<br>TO-R LOS ANGELES |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (33.1) |
| | (1.50)<br>15.92 | (2.09)<br>13.50 | (2.30)<br>12.48 | (1.20)<br>7.65 | (1.40)<br>17.52 | (1.53)<br>15.54 | (0.37)<br>19.61 | (0.35)<br>20.74 | (1.23)<br>23.92 | (1.10)<br>28.37 | (0.32)<br>22.68 | (0 37)<br>19.61 | (1.22)<br>24.21 | (0.37)<br>19.61 | (0.37)<br>19.61 | (1.10)<br>28.37 | (1.20)<br>24.82 | (0.35)<br>20.74 | (1.30)<br>22.07 | | ....................Time over district<br>....................Average speed per hour |

Block Signals

Double Track

**Westward trains are superior to trains of the same class in the opposite direction.**

**Schedule time and train orders at Burbank Jct., apply at end of double track.**

**ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS**

| Trains | At | Passengers to (or beyond) |
|---|---|---|
| 102 | Any Station | El Paso |

**ADDITIONAL STOPS TO DISCHARGE PASSENGERS**

| Trains | At | Passengers from (or beyond) |
|---|---|---|
| 60 | San Fernando | Lathrop |
| 60 | Saugus | Fresno |
| 60 | Burbank | For Coast Line points or from points west of Lathrop. |
| 78 | Burbank | Any Station |
| 86 | Any Station | West of Saugus |
| 86 | Los Angeles Yard | Deadhead Crews |

# SANTA BARBARA SUBDIVISION.

## WESTWARD

Time Table No. 148

April 4, 1926

### FIRST CLASS

| STATIONS | Distance from Los Angeles | 35<br>Los Angeles Ventura Passenger | 71<br>Daylight Limited | 77<br>Shore Line Limited | 87<br>Los Angeles San Francisco Express | 31<br>Los Angeles SantaBarbara Passenger | 37<br>Los Angeles Oxnard Passenger | 25<br>Owl | 69<br>San Francisco Passenger | 59<br>Puget Sound Express | 73<br>Padre | 75<br>Lark | 101<br>Sunset Limited | 7<br>Tehachapi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R SAUGUS<br>2.4 | 33.1 | s 8.24AM | | | s 2.13PM | | s 6.43PM | 7.10PM | | s 7.30PM | | | | s 12.40AM |
| TO NEWHALL<br>0.7 | 30.7 | s 8.18 | | | f 2.08 | | s 6.38 | 7.06 | | 7.25 | | | | f 12.35 |
| ELAYON<br>0.7 | 30.0 | | | | | | | | | | | | | |
| WALTZ JUNC.<br>2.2 | 29.3 | | | | | | | | | | | | | |
| TUNNEL<br>2.6 | 27.1 | f 8.05 | | | 1.56 | | f 6.28 | 6.55 | | 7.15 | | | | 12.23 |
| SYLMAR<br>2.6 | 24.5 | 7.59 | | | 1.50 | | f 6.22 | 6.49 | | 7.08 | | | | 12.16 |
| TO-R SAN FERNANDO<br>0.7 | 21.9 | s 7.51 | | | s 1.46 | | s 6.16 | 6.45 | | 7.03 | | | | s 12.10 |
| JOKO (Spur)<br>0.9 | 21.2 | | | | | | | | | | | | | |
| PACOIMA<br>2.2 | 20.3 | f 7.44 | | | 1.42 | | f 6.10 | 6.42 | | 6.59 | | | | 12.04AM |
| WAHOO (Spur)<br>2.3 | 18.1 | | | | | | | | | | | | | |
| ROSCOE<br>3.7 | 15.8 | f 7.38 | | | 1.35 | | f 6.03 | 6.35 | | 6.52 | | | | 11.56PM |
| TO-R BURBANK JCT.<br>0.5 | 12.1 | 7.33 | 8.12AM | 8.34AM | 1.29 | 3.45PM | 5.55 | 6.29 | 6.40PM | 6.46 | 8.14PM | 8.29PM | 9.02PM | 11.49 |
| BURBANK<br>2.2 | 11.6 | s 7.32 | 8.11 | 8.33 | s 1.28 | f 3.44 | s 5.54 | 6.28 | f 6.39 | 6.45 | 8.13 | 8.28 | 9.01 | f 11.48 |
| SEPULVEDA (Spur)<br>0.7 | 9.4 | | | | | | | | | | | | | |
| WEST GLENDALE<br>2.1 | 8.7 | | | | | | | | | | | | | |
| GLENDALE<br>0.2 | 6.6 | s 7.23 | 8.05 | s 8.25 | s 1.21 | s 3.36 | s 5.45 | s 6.21 | s 6.30 | s 6.38 | s 8.06 | s 8.21 | s 8.53 | s 11.40 |
| CROSSING P. E. RY.<br>0.6 | 6.4 | | | | | | | | | | | | | |
| INDUSTRIAL (Spur)<br>1.4 | 5.8 | | | | | | | | | | | | | |
| TAYLOR (Spur)<br>0.4 | 4.4 | | | | | | | | | | | | | |
| TO-R LOS ANGELES YD<br>2.2 | 4.0 | | | | | | s | | | | | | | |
| RIVER STA. TOWER<br>0.6 | 1.8 | 7.10 | 7.53 | 8.10 | 1.09 | 3.24 | 5.31 | 6.09 | 6.14 | 6.24 | 7.54 | 8.09 | 8.39 | 11.26 |
| NAUD JCT.<br>1.2 | 1.2 | 7.06 | 7.51 | 8.07 | 1.06 | 3.21 | 5.27 | 6.06 | 6.11 | 6.21 | 7.51 | 8.06 | 8.36 | 11.22 |
| TO-R LOS ANGELES | 0.0 | 7.00AM | 7.45AM | 8.00AM | 1.00PM | 3.15PM | 5.20PM | 6.00PM | 6.05PM | 6.15PM | 7.45PM | 8.00PM | 8.30PM | 11.15PM |
| (33.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Time over district....................<br>Average speed per hour.................. | | (1.24)<br>23.63 | (0.27)<br>26.81 | (0 34)<br>21.35 | (1.13)<br>27.20 | (0 30)<br>24.20 | (1.23)<br>23.92 | (1.10)<br>28.37 | (0 35)<br>20.74 | (1.15)<br>26.48 | (0.29)<br>25.04 | (0.29)<br>25.04 | (0.32)<br>22.68 | (1.25)<br>23.35 |

### THIRD CLASS

| STATIONS | Distance from Los Angeles | 261<br>Freight | 323<br>Local Freight | 243<br>Sunset Manifest Freight | 251<br>Sunset Manifest Freight | 255<br>Freight | 263<br>Freight |
|---|---|---|---|---|---|---|---|
| | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R SAUGUS<br>2.4 | 33.1 | 4.53AM | 10.25AM | | 1.10PM | 8.35PM | 1.45AM |
| TO NEWHALL<br>0.7 | 30.7 | 4.43 | 10.18 | | 12.45 | 8.25 | 1.35 |
| ELAYON<br>0.7 | 30.0 | | | | | | |
| WALTZ JUNC.<br>2.2 | 29.3 | | | | | | |
| TUNNEL<br>2.6 | 27.1 | 4.25 | 10.00 | | 12.20 | 8.07 | 1.17 |
| SYLMAR<br>2.6 | 24.5 | 4.10 | 9.50 | | 12.06PM | 7.57 | 1.07 |
| TO-R SAN FERNANDO<br>0.7 | 21.9 | 3.59 | 9.41 | | 11.52AM | 7.44 | 12.54 |
| JOKO (Spur)<br>0.9 | 21.2 | | | | | | |
| PACOIMA<br>2.2 | 20.3 | 3.44 | 9.26 | | 11.35 | 7.29 | 12.39 |
| WAHOO (Spur)<br>2.3 | 18.1 | | | | | | |
| ROSCOE<br>3.7 | 15.8 | 3.32 | 9.14 | | 11.09 | 7.17 | 12.27 |
| TO-R BURBANK JCT.<br>0.5 | 12.1 | 3.21 | 8.50 | 10.00AM | 10.45 | 7.05 | 12.15AM |
| BURBANK<br>2.2 | 11.6 | | | | | | |
| SEPULVEDA (Spur)<br>0.7 | 9.4 | | | | | | |
| WEST GLENDALE<br>2.1 | 8.7 | | | | | | |
| GLENDALE<br>0.2 | 6.6 | | | | | | |
| CROSSING P. E. RY.<br>0.6 | 6.4 | | | | | | |
| INDUSTRIAL (Spur)<br>1.4 | 5.8 | | | | | | |
| TAYLOR (Spur)<br>0.4 | 4.4 | | | | | | |
| TO-R LOS ANGELES YD<br>2.2 | 4.0 | 3.00AM | 8.25AM | 9.15AM | 10.00AM | 6.40PM | 11.50PM |
| RIVER STA. TOWER<br>0.6 | 1.8 | | | | | | |
| NAUD JCT.<br>1.2 | 1.2 | | | | | | |
| TO-R LOS ANGELES | 0.0 | | | | | | |
| (33.1) | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Dail |
| Time over district....................<br>Average speed per hour.................. | | (1.53)<br>15.50 | (2.00)<br>14.60 | (0.45)<br>13.60 | (3.10)<br>9.85 | (1.55)<br>15.23 | (1.55)<br>15.23 |

Block Signals

Double Track

**Westward trains are superior to trains of the same class in the opposite direction.**
**Schedule time and train orders at Burbank Jct., apply at end of double track.**

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

| Train | At | Passengers to (or beyond) | Train | At | Passengers to (or beyond) |
|---|---|---|---|---|---|
| 77 | Burbank | Santa Barbara | 25 | Saugus | Fresno |
| 87 | Newhall | West of Saugus | 87 | Los Angeles Yard | Deadhead Crews |
| 59 | Burbank | Mojave | | | |
| 59 | San Fernando | Mojave and West | | | |
| 59 | Saugus | Fresno | | | |

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

| Train | At | Passengers from (or beyond) |
|---|---|---|
| 101 | Any Station | El Paso. |

# LOS ANGELES SUBDIVISION.

## EASTWARD

Time Table No. 148

April 4, 1926

| Capacity Sidings in Car Lengths | THIRD CLASS | | | | | FIRST CLASS | | | | | | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 96 | 244 | 94 | 132 | 92 | 46 | 2 | 104 | 4 | 12 | 102 | | |
| | Freight | Sunset Manifest Freight | Freight | Local Freight | Los Angeles Manifest Freight | Los Angeles Calexico Passenger | Californian | Sunset Express | Golden State Limited | Golden State Express | Sunset Limited | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| Yard BKTWFP | 11.00PM | 7.15PM | 6.00PM | 6.00AM | 2.00AM | | | | | | | 479.8 | TO-R LOS ANGELES YARD<br>2.1 |
| IY | 11.15 | 7.30 | 6.15 | 6.15 | 2.15 | | | | | | | 481.9 | RIVER STATION TOWER<br>1.8 |
| Yard BKYWTP | | | | | | 11.00PM | 5.00PM | 4.00PM | 12.01PM | 9.45AM | 9.00AM | 483.7 | TO-R LOS ANGELES<br>1.2 |
| I | | | | | | 11.06 | 5.06 | 4.06 | 12.07 | 9.51 | 9.06 | 482.5 | NAUD JCT.<br>0.4 |
| | | | | | | | | | | | | 482.4 | MISSION JCT.<br>0.1 |
| I | | | | | | | | | | | | 482.5 | CROSSING A. T. & S. F. RY.<br>0.1 |
| | | | | | | | | | | | | 482.6 | CROSSING L. A. & S. L. RY.<br>2.0 |
| | | | | | | 11.17 | 5.17 | 4.16 | 12.17 | 10.01 | 9.16 | 484.6 | AURANT<br>3.1 |
| E 67 W 70 P | 11.40 | 7.55 | 6.35 | 6.35AM | 2.40 | f11.23 | 5.23 | 4.23 | 12.23 | 10.07 | 9.21 | 487.7 | TO SHORB<br>1.6 |
| 52 | 11.43 | 7.58 | 6.38 | | 2.43 | 11.26 | 5.26 | | | | | 489.3 | ALHAMBRA<br>1.3 |
| 60 P | 11.46 | 8.01 | 6.41 | | 2.46 | 11.28 | 5.28 | 4.27 | 12.27 | 10.11 | 9.25 | 490.6 | SAN GABRIEL<br>2.6 |
| 51 P | 11.51 | 8.06 | 6.46 | | 2.51 | 11.32 | 5.32 | | | | | 493.2 | SAVANNA<br>1.4 |
| 79 P | 11.54 | 8.09 | 6.55 | | 2.54 | f11.34 | 5.34 | 4.32 | 12.32 | 10.16 | 9.30 | 494.6 | TO EL MONTE<br>0.4 |
| | | | | | | | | | | | | 495.0 | CROSSING P. E. RY.<br>2.3 |
| 96 PW | 11.59PM | 8.14 | 7.08 | | 2.59 | f11.38 | 5.38 | 4.36 | 12.36 | 10.20 | 9.34 | 497.3 | TO BASSETT<br>3.4 |
| 86 P | 12.05AM | 8.28 | 7.15 | | 3.05 | f11.43 | 5.43 | 4.41 | | | | 500.7 | TO PUENTE<br>1.7 |
| | | | | | | | | | | | | 502.4 | PUENTE OIL SIDING<br>1.1 |
| 73 P | 12.13 | 8.40 | 7.23 | | 3.13 | 11.47 | 5.48 | 4.45 | 12.44 | 10.28 | 9.42 | 503.5 | MARNE<br>3.3 |
| 60 P | 12.23 | 8.55 | 7.34 | | 3.23 | f11.53PM | 5.54 | 4.51 | 12.48 | 10.32 | 9.46 | 506.8 | TO WALNUT<br>3.9 |
| 75 P | 12.35 | 9.11 | 7.46 | | 3.34 | f12.01AM | 6.00 | 4.58 | 12.54 | 10.38 | 9.51 | 510.7 | SPADRA<br>3.6 |
| Yard WTP | 1.00 | 9.30 | 8.05 | | 3.50 | s12.10 | f 6.09 | f 5.07 | 1.03 | 10.46 | 9.58 | 514.3 | TO POMONA<br>0.1 |
| | | | | | | | | | | | | 514.4 | CROSSING P. E. RY.<br>3.4 |
| 76 P | 1.10 | 9.40 | 8.15 | | 4.00 | 12.17 | 6.17 | 5.14 | 1.10 | 10.53 | 10.05 | 517.8 | NAROD<br>2.4 |
| 107 P | 1.19 | 9.48 | 8.23 | | 4.15 | s12.23 | f 6.24 | f 5.21 | 1.21 | 10.59 | 10.10 | 520.2 | TO ONTARIO<br>3.6 |
| 73 PW | 1.26 | 9.55 | 8.30 | | 4.36 | f12.29 | 6.30 | 5.27 | 1.27 | 11.05 | 10.16 | 523.8 | TO GUASTI<br>2.3 |
| | | | | | | | | | | | | 526.1 | VIENTO (Spur)<br>1.4 |
| 82 P | 1.34 | 10.03 | 8.38 | | 4.48 | f12.34 | 6.35 | 5.32 | 1.32 | 11.10 | 10.21 | 527.5 | ETIWA<br>2.2 |
| 60 PY | 1.39 | 10.08 | 8.43 | | 4.53 | f12.38 | 6.38 | 5.35 | 1.35 | 11.13 | 10.24 | 529.7 | TO DEOLEZ<br>2.4 |
| 73 P | 1.48 | 10.16 | 8.51 | | 5.03 | 12.42 | 6.42 | 5.39 | 1.38 | 11.17 | | 532.1 | AILSA<br>2.5 |
| PI | | | | | | | | | | | | 534.6 | CROSSING P. E. RY.<br>0.1 |
| 94 P | 1.55 | 10.23 | 8.59 | | 5.13 | f12.47 | 6.46 | 5.46 | 1.42 | 11.21 | 10.30 | 534.7 | TO BLOOMINGTON<br>4.0 |
| I | | | | | | | | | | | | 538.7 | CROSSING A. T. & S. F. RY.<br>0.0 |
| | | | | | | | | | | | | 538.7 | CROSSING L. A. & S. L. RY.<br>0.3 |
| Yard BKYWFTP | 2.10AM | 10.40PM | 9.15PM | | 5.30AM | s 12.55AM | s 6.55PM | s 5.54PM | s 1.50PM | s 11.28AM | s 10.37AM | 539.0 | TO-R COLTON |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (59.2) |
| | (3.10) | (3.25) | (3.15) | (0.35) | (3.30) | (1.55) | (1.55) | (1.54) | (1.49) | (1.43) | (1.37) | | ....................Time Over District |
| | 18.69 | 17.32 | 18.21 | 15.34 | 16.34 | 30.36 | 30.36 | 30.63 | 32.03 | 33.90 | 36.00 | | .................... Average speed per hour |

Double Track

Block Signals

**Westward trains are superior to trains of the same class in the opposite direction.**
**Schedule time and train orders at Shorb apply at end of double track.**

### ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

| Train | At | Passengers to or beyond |
|---|---|---|
| 2 | Any station | Yuma |
| 4, 12 | Shorb, Pomona, Ontario | Yuma |
| 4, 12 | Any station | El Paso |
| 102 | Any station | El Paso |

## WESTWARD

Time Table No. 148

April 4, 1926

| STATIONS | Distance from Colton | FIRST CLASS | | | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 45 | 1 | 103 | 11 | 3 | 101 | 243 | 135 | 91 |
| | | Calexico and Los Angeles Passenger | Californian | Sunset Express | Golden State Express | Golden State Limited | Sunset Limited | Sunset Manifest Freight | Local Freight | Los Angeles Manifest Freight |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |
| TO-R LOS ANGELES YARD<br>2.1 | 59.2 | | | | | | | 6.00AM | 1.40PM | 5.00PM |
| RIVER STATION TOWER<br>1.8 | 57.1 | | | | | | | 5.45 | 1.20 | 4.40 |
| TO-R LOS ANGELES<br>1.2 | 58.2 | s 6.00AM | s 7.30AM | s 10.25AM | s 2.30PM | s 2.45PM | s 7.35PM | | | |
| NAUD JCT.<br>0.4 | 57.0 | 5.52 | 7.22 | 10.17 | 2.22 | 2.37 | 7.27 | | | |
| MISSION JCT.<br>0.1 | 56.6 | | | | | | | | | |
| CROSSING A. T & S. F. RY.<br>0.1 | 56.5 | | | | | | | | | |
| CROSSING L.A.& S.L. RY.<br>2.0 | 56.4 | | | | | | | | | |
| AURANT<br>3.1 | 54.4 | 5.38 | 7.11 | 10.05 | 2.10 | 2.25 | 7.15 | | | |
| TO SHORB<br>1.6 | 51.3 | f 5.31 | 7.05 | 9.57 | 2.04 | 2.19 | 7.09 | 5.21 | 1.00PM | 4.15 |
| ALHAMBRA<br>1.3 | 49.7 | f 5.24 | 7.01 | 9.52 | 2.00 | 2.16 | 7.05 | 5.17 | | 4.10 |
| SAN GABRIEL<br>2.6 | 48.4 | f 5.21 | 6.59 | 9.49 | 1.57 | 2.14 | 7.02 | 5.12 | | 4.05 |
| SAVANNA<br>1.4 | 45.8 | f 5.14 | 6.54 | 9.43 | 1.52 | 2.09 | 6.57 | 5.05 | | 3.55 |
| TO EL MONTE<br>0.4 | 44.4 | f 5.11 | 6.52 | 9.40 | 1.50 | 2.07 | **6.55** | 4.56 | | 3.50 |
| CROSSING P. E. RY.<br>2.3 | 44.0 | | | | | | | | | |
| TO BASSETT<br>3.4 | 41.7 | f 5.05 | 6.48 | **9.34** | 1.46 | 2.03 | 6.51 | 4.40 | | 3.40 |
| TO PUENTE<br>1.7 | 38.3 | f 4.59 | 6.43 | 9.26 | 1.41 | 1.58 | 6.46 | 4.25 | | 3.27 |
| PUENTE OIL SIDING<br>1.1 | 36.6 | | | | | | | | | |
| MARNE<br>3.3 | 35.5 | 4.52 | 6.39 | 9.21 | 1.37 | 1.53 | 6.42 | 4.10 | | 3.13 |
| TO WALNUT<br>3.9 | 32.2 | f 4.47 | 6.34 | 9.16 | 1.31 | 1.48 | 6.37 | 3.55 | | 2.58 |
| SPADRA<br>3.6 | 28.3 | f 4.40 | 6.28 | 9.10 | 1.25 | 1.41 | 6.31 | **3.34** | | 2.37 |
| TO POMONA<br>0.1 | 24.7 | f 4.33 | 6.21 | 9.03 | f 1.18 | 1.34 | 6.24 | 3.15 | | 2.17 |
| CROSSING P. E. RY.<br>3.4 | 24.6 | | | | | | | | | |
| NAROD<br>2 4 | 21.2 | f 4.22 | 6.13 | 8.55 | **1.10** | 1.26 | **6.17** | 2.58 | | 2.05 |
| TO ONTARIO<br>3.6 | 18.8 | f **4.15** | 6.08 | 8.50 | f 1.01 | **1.21** | 6.09 | 2.46 | | 1.50 |
| TO GUASTI<br>2.3 | 15.2 | f 4.05 | 6.02 | 8.44 | 12.54 | 1.15 | 6.02 | 2.35 | | **1.27** |
| VIENTO (Spur)<br>1.4 | 12.9 | | | | | | | | | |
| ETIWA<br>2.2 | 11.5 | f 3.58 | 5.57 | 8.39 | 12.48 | **1.10** | 5.56 | 2.22 | | **1.10** |
| TO DECLEZ<br>2.4 | 9.3 | f 3.54 | 5.54 | 8.36 | 12.44 | 1.07 | 5.53 | 2.17 | | 12.50 |
| AILSA<br>2.5 | 6.9 | 3.49 | 5.51 | 8.33 | **12.40** | 1.04 | 5.50 | 2.11 | | **12.40** |
| CROSSING P. E. RY.<br>0.1 | 4.4 | | | | | | | | | |
| TO BLOOMINGTON<br>4.0 | 4.3 | f 3.45 | 5.47 | 8.29 | 12.36 | 1.00 | **5.46** | **1.55** | | 12.03PM |
| CROSSING A. T. & S. F. RY.<br>0.0 | 0.3 | | | | | | | | | |
| CROSSING L.A.&S.L.RY.<br>0.3 | 0.3 | | | | | | | | | |
| TO-R COLTON | 0.0 | 3.35AM | 5.38AM | 8.20AM | 12.27PM | 12.51PM | 5.38PM | 1.35AM | | 11.43AM |
| (59.2) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily |
| Time over district | | (2.25) | (1.52) | (2.05) | (2.03) | (1.54) | (1.57) | (4.25) | (0.40) | (5.17) |
| Average speed per hour | | 24.08 | **31.18** | 27.93 | 28.39 | 30.63 | 29.84 | 13.11 | 8.85 | 11.20 |

Double Track

Block Signals

| ADDITIONAL STOPS TO DISCHARGE PASSENGERS | | |
|---|---|---|
| Train | At | Passengers From or Beyond |
| 1 | Any Station | El Paso |
| 1 | Ontario-Pomona-Shorb | Yuma |
| 1 | Puente El Monte | Arizona Eastern Points |
| 3 & 11 | Any Station | El Paso |
| 3 & 11 | Ontario-Pomona-Shorb | Yuma |
| 101 & 103 | Any Station | Tucumcari-San Antonio |

| ADDITIONAL STOPS TO RECEIVE PASSENGERS | | |
|---|---|---|
| Train | At | Passengers for or Beyond |
| 1 | Ontario, Pomona | Santa Barbara and West |

**Westward trains are superior to trains of the same class in the opposite direction.**
**Schedule time and train orders at Shorb apply at end of double track.**

# COLTON SUBDIVISION.

## EASTWARD

| Capacity Sidings in Car Lengths | THIRD CLASS | | | SECOND CLASS | FIRST CLASS | | | | | | Distance from San Francisco | | | Time Table No. 148<br>April 4, 1926 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 130 | 92 | 244 | 126 | 2 | 104 | 4 | 12 | 102 | 46 | | | | | |
| | Freight | Los Angeles Manifest Freight | Sunset Manifest Freight | Freight | Californian | Sunset Express | Golden State Limited | Golden State Express | Sunset Limited | Los Angeles Calexico Passenger | | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | STATIONS | |
| Yard BKYWFPT | **12.22**PM | 6.00AM | 12.01AM | 11.30PM | 7.00PM | 5.59PM | 1.55PM | 11.33AM | 10.42AM | 1.00AM | 539.0 | | TO-R | COLTON | 0.0 |
| | | | | | | | | | | | 539.0 | Block Signals | | Crossing P. E. Ry. | 3.6 |
| 79 P | **12.40** | 6.15 | 12.12 | 11.41 | 7.06 | 6.05 | 2.01 | 11.39 | 10.48 | f 1.06 | 542.6 | | | LOMA LINDA | 1.9 |
| 71 P | 12.50 | 6.25 | **12.25** | 11.53PM | 7.10 | 6.09 | 2.05 | 11.43 | 10.51 | f 1.10 | 544.5 | | TO | BRYN MAWR | 1.8 |
| 71 P | 12.59 | 6.33 | **12.31** | **12.01**AM | 7.14 | 6.13 | 2.09 | 11.47 | 10.54 | f 1.14 | 546.3 | | | REDLANDS | 2.8 |
| E 71<br>W 71 P | 1.12 | 6.46 | **12.43** | 12.13 | 7.23 | 6.22 | 2.17 | **11.59**AM | 11.02 | f 1.22 | 549.1 | | | ORDWAY | 3.6 |
| E 71<br>W 74 PW | 1.25 | 7.10 | 12.56 | 12.26 | 7.33 | 6.32 | 2.27 | 12.09PM | 11.12 | f 1.33 | 552.7 | | TO | EL CASCO | 2.7 |
| 77 P | 1.37 | **7.42** | 1.09 | 12.38 | 7.40 | 6.39 | 2.34 | **12.17** | 11.18 | 1.39 | 555.4 | | | HAIG | 1.8 |
| 71 P | 1.47 | 8.02 | 1.19 | 12.48 | 7.45 | 6.44 | 2.39 | 12.22 | 11.22 | f 1.44 | 557.2 | | | HINDA | 2.5 |
| 73 P | 1.58 | 8.24 | 1.31 | 12.59 | 7.54 | 6.53 | 2.46 | 12.30 | 11.30 | 1.52 | 559.7 | | | NICKLIN | 2.3 |
| Yard WYFPK | 2.22 | **8.58** | **1.57**<br>**2.22** | 1.22 | f 8.03 | 7.01 | 2.54 | 12.37 | **11.37** | s 2.02 | 562.0 | | TO-R | BEAUMONT | 3.5 |
| 81 P | 2.34 | 9.10 | 2.34 | 1.34 | 8.09 | 7.07 | 3.00 | 12.43 | 11.43 | **2.09** | 565.5 | | | PERSHING | 2.7 |
| 120 P | 2.43 | 9.19 | 2.43 | **1.59** | f 8.15 | 7.12 | 3.05 | 12.48 | **11.48** | s 2.18 | 568.2 | | TO | BANNING | 3.3 |
| 72 P | 2.54 | 9.30 | 2.54 | 2.10 | 8.20 | 7.17 | 3.10 | 12.53 | 11.53 | 2.23 | 571.5 | | | OWL | 2.6 |
| E 71<br>W 71 PW | **3.14** | 9.49 | 3.19 | **2.29** | 8.24 | 7.21 | **3.14** | 12.57 | 11.57AM | f **2.29** | 574.1 | | TO | CABAZON | 2.1 |
| 77 P | 3.24 | 9.56 | 3.30 | 2.37 | 8.28 | 7.25 | 3.18 | 1.01 | 12.01PM | 2.33 | 576.2 | | | MONS | 2.4 |
| 70 P | 3.35 | 10.04 | **4.02** | 2.45 | 8.32 | 7.29 | 3.22 | 1.05 | 12.05 | 2.37 | 578.6 | | | FINGAL | 4.0 |
| E 70<br>W 70 PW | **3.57** | **10.35** | 4.18 | 2.59 | 8.38 | 7.35 | 3.28 | 1.11 | 12.11 | f 2.43 | 582.6 | | TO | WHITE WATER<br>(Palm Springs Resort) | 2.8 |
| 76 P | 4.24 | **10.53** | 4.35 | 3.09 | **8.43** | 7.40 | 3.33 | 1.16 | 12.16 | f 2.48 | 585.4 | | | HUGO | 2.7 |
| E 72<br>W 75 PYW | 4.43 | 11.12 | 4.54 | **3.34** | 8.50 | 7.45 | **3.39** | 1.21 | 12.21 | f 2.53 | 588.1 | | TO | GARNET | 3.5 |
| 72 P | 4.52 | 11.21 | 5.03 | 3.47 | 8.55 | **7.50** | 3.44 | 1.26 | 12.26 | 2.58 | 591.6 | | | SALVIA | 3.5 |
| 71 P | 5.01 | 11.30 | 5.12 | 4.00 | 9.00 | 7.55 | 3.49 | 1.31 | 12.31 | 3.03 | 595.1 | | | RIMLON | 3.9 |
| 71 P | 5.21 | 11.50 | **5.38** | 4.20 | 9.05 | 8.00 | 3.54 | 1.36 | 12.36 | f 3.08 | 599.0 | | TO | EDOM | 2.5 |
| 72 P | 5.27 | 11.56AM | **5.52** | 4.26 | 9.09 | 8.04 | 3.58 | 1.40 | 12.40 | f **3.13** | 601.5 | | | DRY CAMP | 5.0 |
| 72 P | 5.39 | 12.19PM | 6.04 | 4.38 | 9.16 | 8.11 | 4.05 | 1.47 | 12.47 | f 3.23 | 606.5 | | | MYOMA | 4.4 |
| Yard BKWYFP | 5.50PM | 12.30PM | 6.15AM | 4.49AM | s 9.25PM | s 8.20PM | s 4.14PM | s 1.55PM | s 12.55PM | s 3.32AM | 610.9 | | TO-R | INDIO | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | (71.9) | |
| | (5.28) | (6.30) | (6.14) | (5.19) | (2.25) | (2.21) | (2.19) | (2.22) | (2.13) | (2.32) | | | | ........................ Time over district | |
| | 14.37 | 11.06 | 12.60 | 13.52 | 29.75 | 33.43 | 31.03 | 30.38 | 35.44 | 28.38 | | | | ........................ Average speed per hour | |

**Westward trains are superior to trains of the same class in the opposite direction.**

| ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS | | |
|---|---|---|
| Train | At | Passengers to or Beyond |
| 2 & 12 | Redlands | Points where scheduled stop |
| 2 | Any Station | Phoenix |
| 2, 4, 12, | Any Station | El Paso |
| 102 | Any Station | El Paso |

| ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS | | |
|---|---|---|
| Train | At | Passengers from or Beyond |
| 102 | Redlands | West of Los Angeles |

Time Table No. 148

April 4, 1926

## WESTWARD

| | STATIONS | | Distance from Indio | FIRST CLASS | | | | | | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 45 | 1 | 103 | 11 | 3 | 101 | 91 | 243 |
| | | | | Calexico Los Angeles Passenger | Californian | Sunset Express | Golden State Express | Golden State Limited | Sunset Limited | Los Angeles Manifest Freight | Sunset Manifest Freight |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R | COLTON | 0.0 | 71.9 | s 3.20AM | s 5.33AM | s 8.15AM | s **12.22**PM | s 12.46PM | s 5.33PM | 10.30AM | 12.50AM |
| | CROSSING P. E. RY. | 3.6 | 71.9 | | | | | | | | |
| | LOMA LINDA | 1.9 | 68.3 | f 3.12 | 5.27 | 8.08 | 12.14 | **12.40** | 5.27 | 10.18 | 12.35 |
| TO | BRYN MAWR | 1.8 | 66.4 | f 3.07 | 5.24 | 8.04 | 12.10 | 12.37 | 5.24 | 10.11 | **12.25** |
| | REDLANDS | 2.8 | 64.6 | f 3.02 | 5.21 | 8.00 | 12.05PM | 12.34 | 5.21 | 10.05 | **12.01**AM |
| | ORDWAY | 3.6 | 61.8 | f 2.55 | 5.16 | 7.53 | **11.59**AM | 12.29 | 5.16 | 9.55 | 11.45PM |
| TO | EL CASCO | 2.7 | 58.2 | f 2.46 | 5.10 | 7.47 | 11.53 | 12.23 | 5.10 | 9.33 | 11.23 |
| | HAIG | 1.8 | 55.5 | 2.38 | 5.05 | **7.42** | 11.48 | **12.17** | 5.05 | 9.24 | 11.14 |
| | HINDA | 2.5 | 53.7 | f 2.33 | 5.02 | 7.39 | 11.45 | 12.13 | 5.02 | 9.18 | 11.07 |
| | NICKLIN | 2.3 | 51.2 | 2.27 | 4.58 | 7.35 | 11.41 | 12.09 | 4.58 | 9.09 | 10.58 |
| TO-R | BEAUMONT | 3.5 | 48.9 | s 2.22 | f 4.54 | s 7.31 | **11.37** | 12.05PM | 4.54 | **8.58** | 10.50 |
| | PERSHING | 2.7 | 45.4 | 2.09 | 4.45 | 7.21 | 11.26 | 11.56AM | 4.47 | 8.33 | 10.30 |
| TO | BANNING | 3.3 | 42.7 | s **1.59** | f 4.36 | s 7.13 | 11.18 | **11.48** | 4.39 | 8.20 | 10.18 |
| | OWL | 2.6 | 39.4 | 1.48 | 4.26 | 7.03 | 11.08 | 11.35 | 4.30 | 8.07 | 10.05 |
| TO | CABAZON | 2.1 | 36.8 | f 1.39 | 4.18 | 6.55 | 11.00 | 11.28 | 4.22 | 7.53 | 9.50 |
| | MONS | 2.4 | 34.7 | 1.30 | 4.10 | 6.47 | 10.53 | 11.21 | 4.15 | 7.31 | 9.23 |
| | FINGAL | 4.0 | 32.3 | 1.22 | **4.02** | 6.39 | 10.45 | 11.13 | 4.07 | 7.20 | 9.15 |
| TO | WHITE WATER (Palm Springs Resort) | 2.8 | 28.3 | f 1.12 | 3.52 | 6.29 | **10.35** | 11.03 | **3.57** | 7.05 | 8.55 |
| | HUGO | 2.7 | 25.5 | f 1.01 | 3.42 | 6.19 | 10.25 | **10.53** | 3.47 | 6.50 | **8.43** |
| TO | GARNET | 3.5 | 22.8 | s 12.52 | **3.34** | 6.11 | 10.18 | 10.46 | **3.39** | 6.35 | 8.15 |
| | SALVIA | 3.5 | 19.3 | 12.44 | 3.28 | **6.06** | 10.13 | 10.41 | 3.30 | **6.06** | **7.50** |
| | RIMLON | 3.9 | 15.8 | 12.35 | 3.22 | 6.01 | 10.08 | 10.36 | 3.25 | 5.48 | 7.27 |
| TO | EDOM | 2.5 | 11.9 | f 12.26 | 3.17 | 5.56 | 10.03 | 10.31 | 3.20 | **5.38** | 7.16 |
| | DRY CAMP | 5.0 | 9.4 | f 12.21 | **3.13** | **5.52** | 9.59 | 10.28 | 3.16 | 5.28 | 7.04 |
| | MYOMA | 4.4 | 4.4 | f 12.14 | 3.07 | 5.45 | 9.53 | 10.22 | 3.09 | 5.16 | 6.51 |
| TO-R | INDIO | | 0.0 | 12.05AM | 2.59AM | 5.37AM | 9.45AM | 10.14AM | 3.01PM | 5.00AM | 6.35PM |
| | (71.9) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time over District | | | (3.15) | (2.34) | (2.38) | (2.37) | (2.32) | (2.32) | (5.30) | (6.15) |
| | Average Speed per hour | | | 24.17 | 28.01 | 29.83 | 30.02 | 31.01 | 31.01 | 14.28 | 13.69 |

Westward trains are superior to trains of the same class in the opposite direction.

**ADDITIONAL STOPS TO DISCHARGE PASSENGERS**

| Train | At | Passengers From or Beyond |
|---|---|---|
| 1, 3, 11 | Any Station | El Paso |
| 103 & 101 | Any Station | Tucumcari, San Antonio |
| 1 | Redlands | Phoenix |
| 101 | Redlands | El Paso |

**ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS**

| Train | At | Passengers for or Beyond |
|---|---|---|
| 101 | Redlands | Santa Barbara and West |
| 1 & 11 | Redlands | Any point scheduled stop |
| 103 | Cabazon | For revenue passengers for points where scheduled stop |

Time Table No. 148

April 4, 1926

## EASTWARD

| Capacity Sidings in Car Lengths | THIRD CLASS | | SECOND CLASS | | | | FIRST CLASS | | | | | | Distance from San Francisco | Block Signals | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 92 | 244 | 150 | 128 | 126 | 148 | 2 | 104 | 4 | 12 | 102 | 46 | | | |
| | Los Angeles Manifest Freight | Sunset Manifest Freight | S. D. & A. Passenger | Freight | Freight | Inter-Cal. Passenger | Californian | Sunset Express | Golden State Limited | Golden State Express | Sunset Limited | Los Angeles Calexico Passenger | | | |
| | Leave Daily | Leave Daily | Leave Daily | Lerve Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| Yard BKYWFP | 2.30PM | 6.50AM | | 6.30AM | 6.00AM | | 9.30PM | 8.25PM | 4.19PM | 2.00PM | 1.00PM | 3.41AM | 610.9 | | TO-R INDIO<br>3.5 |
| 84 P | **2.48** | 7.05 | | 6.40 | 6.10 | | 9.38 | f 8.33 | 4.27 | 2.08 | 1.08 | s **3.51** | 614.4 | | TO COACHELLA<br>3.6 |
| 59 P | 3.00 | 7.12 | | 6.48 | 6.18 | | 9.43 | f 8.41 | 4.32 | 2.13 | 1.13 | s 3.58 | 618.0 | | TO THERMAL<br>6.1 |
| 153 PW | 3.18 | 7.30 | | 7.01 | 6.31 | | 9.51 | f 8.50 | **4.40** | 2.21 | 1.21 | s 4.08 | 624.1 | | TO MECCA<br>4.7 |
| 71 P | 3.31 | 7.48 | | 7.11 | **6.41** | | 9.57 | 8.56 | 4.46 | **2.29** | 1.27 | f 4.15 | 628.8 | | CALEB<br>4.5 |
| 71 P | 3.40 | 7.58 | | 7.20 | 6.50 | | 10.03 | 9.02 | 4.52 | 2.35 | 1.33 | f 4.22 | 633.3 | | MORTMAR<br>4.5 |
| 71 | **3.50** | 8.08 | | 7.29 | 6.59 | | 10.09 | 9.08 | 4.58 | 2.41 | 1.39 | f 4.30 | 637.8 | | TO SALTON<br>4.3 |
| 71 P | 4.10 | **8.54** | | 7.48 | 7.18 | | 10.16 | 9.15 | 5.05 | 2.48 | 1.46 | f **4.40** | 642.1 | | DURMID<br>4.7 |
| 72 P | 4.20 | **9.17** | | 7.58 | 7.28 | | **10.22** | 9.21 | 5.11 | 2.54 | 1.52 | f 4.49 | 646.8 | | TO BERTRAM<br>4.3 |
| 72 P | 4.29 | 9.30 | | 8.07 | 7.37 | | 10.28 | 9.27 | 5.17 | **3.00** | **1.58** | f 4.57 | 651.1 | | POPE<br>4.5 |
| 71 P | 4.38 | 9.39 | | **8.36** | 7.46 | | 10.34 | 9.33 | 5.23 | 3.06 | 2.04 | f 5.05 | 655.6 | | FRINK<br>4.5 |
| 71 P | 4.47 | 9.48 | | **8.59** | 7.55 | | 10.40 | 9.39 | 5.29 | 3.12 | **2.10** | f 5.13 | 660.1 | | WISTER<br>3.4 |
| 73 P | 4.55 | 9.56 | | 9.07 | **8.25** | | 10.46 | 9.44 | 5.34 | 3.18 | 2.15 | f 5.20 | 663.5 | | MUNDO<br>4.0 |
| Yard BKYWFP | **5.44** | 10.35 | | 9.25 | **8.49** | | s 10.56 | s **9.49**<br>**9.58** | s **5.44** | s 3.25PM | s 2.32 | s 5.28AM | 667.5 | | TO-R NILAND<br>4.2 |
| 70 P | 6.00 | 10.58 | | 9.35 | 9.00 | | **11.02** | 10.04 | 5.50 | (Runs via Calexico.) (See page 14) | 2.38 | | 671.7 | | FLOWING WELL<br>2.7 |
| 122 P | 6.10 | 11.05 | | 9.46 | 9.10 | | 11.07 | 10.09 | 5.55 | | 2.42 | | 674.4 | | IRIS<br>4.1 |
| 72 P | 6.31 | 11.19 | | 10.01 | 9.25 | | 11.13 | **10.15** | 6.01 | | 2.47 | | 678.5 | | TORTUGA<br>4.9 |
| Y | | | | | | | | | | | | | 683.4 | | AMOS WYE<br>1.2 |
| 71 W | 6.52 | **11.48**AM | | 10.26 | 9.50 | | f 11.22 | 10.24 | 6.10 | | 2.55 | | 684.6 | | TO AMOS<br>5.5 |
| 73 P | 7.07 | 12.14PM | | 10.41 | 10.05 | | 11.30 | 10.32 | 6.18 | | 3.02 | | 690.1 | | ACOLITA<br>5.5 |
| 72 P | 7.32 | **12.43** | | 10.52 | 10.16 | | 11.38 | 10.40 | 6.26 | | 3.09 | | 695.6 | | MESQUITE<br>2.5 |
| 85 P | 7.51 | 1.00 | | 10.57 | 10.21 | | f 11.42 | 10.44 | 6.30 | | 3.12 | | 698.1 | | GLAMIS<br>4.9 |
| 71 P | **8.08** | 1.12 | | **11.07** | 10.31 | | 11.49 | 10.50 | 6.37 | | 3.18 | | 703.0 | | RUTHVEN<br>6.4 |
| 71 P | 8.31 | 1.28 | | 11.19 | **10.44** | | 11.57PM | 10.58 | 6.45 | | 3.26 | | 709.4 | | DRYLYN<br>2.9 |
| 71 P | 8.40 | 1.37 | | 11.25 | 10.50 | | 12.02AM | 11.02 | 6.49 | | 3.30 | | 712.3 | | CACTUS<br>4.3 |
| 86 P | 8.51 | 1.48 | | 11.40AM | 11.09 | | f 12.09 | 11.08 | 6.55 | | 3.36 | | 716.6 | | TO OGILBY<br>6.1 |
| 71 P | 9.10 | 2.10 | | **12.08**PM | 11.21 | | **12.19** | 11.16 | **7.03** | | 3.44 | | 722.7 | | KNOB<br>3.4 |
| P | 9.25 | 2.27 | 6.20PM | 12.20 | 11.28 | 11.14AM | 12.28 | 11.23 | 7.10 | 6.35PM | 3.51 | | 726.1 | | TO-R ARAZ JUNCTION (No Siding)<br>0.9 |
| 71 P | 9.30 | 2.30 | 6.22 | 12.23 | 11.30 | 11.16 | 12.31 | 11.25 | 7.12 | 6.37 | 3.53 | | 727.0 | | ARAZ<br>4.9 |
| | | | | | | | | | | | | | 731.9 | | COLORADO (Spur)<br>0.8 |
| Yard BKTYWF | 10.00PM | 3.00PM | s 6.35PM | 12.45PM | **11.50**AM | s 11.27AM | s 12.45AM | s 11.40PM | s 7.25PM | s 6.50PM | s 4.05PM | | 732.7 | | TO-R YUMA |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (121.8) |
| | (7.30) | (8.10) | (0.15) | (6.15) | (5.50) | (0.13) | (3.15) | (3.15) | (3.06) | (4.50) | (3.05) | (1.47) | | | ……Time over district |
| | 16.24 | 14.89 | 26.40 | 19.48 | 20.88 | 30.46 | 38.46 | 38.46 | 40.54 | 39.95 | 42.24 | 31.73 | | | ……Average speed per hour |

Westward trains are superior to trains of the same class in the opposite direction.

Eastward trains, except First Class, not pass first road crossing, 550 feet east of east end Colorado River Bridge, Yuma, without proceed signal from yardman.

Gauntlet track Colorado River Bridge, Yuma, normal position switch west end, for eastward track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

| Train | At | Passengers to or Beyond |
|---|---|---|
| 2 | Any Station | Phoenix |
| 2, 4, 12 | Any Station | El Paso |
| 102 | Any Station | El Paso |

# INDIO SUBDIVISION.

## WESTWARD

Time Table No. 148

April 4, 1926

Block Signals

| STATIONS | Distance from Yuma | FIRST CLASS | | | | | | SECOND CLASS | | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 103 Sunset Express | 11 Golden State Express | 3 Golden State Limited | 101 Sunset Limited | 45 Calexico Los Angeles Passenger | 1 Californian | 149 S. D. & A. Passenger | 147 Inter. Cal. Passenger | 243 Sunset Manifest Freight | 91 Los Angeles Manifest Freight |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R INDIO<br>3.5 | 121.8 | s 5.32AM | s 9.40AM | s 10.09AM | s 2.56PM | s 11.49PM | s 2.54AM | | | 5.30PM | 4.25AM |
| TO COACHELLA<br>3.6 | 118.3 | s 5.24 | 9.32 | 10.01 | **2.48** | s 11.40 | 2.46 | | | 5.10 | **3.51** |
| TO THERMAL<br>6.1 | 114.7 | s 5.16 | 9.27 | 9.56 | 2.43 | s 11.24 | 2.41 | | | 4.55 | 3.25 |
| TO MECCA<br>4.7 | 108.6 | 5.06 | 9.19 | 9.48 | 2.35 | s 11.09 | 2.33 | | | **4.40** | 3.10 |
| CALEB<br>4.5 | 103.9 | 4.59 | 9.13 | 9.42 | **2.29** | f 10.58 | 2.27 | | | 4.12 | 2.52 |
| MORTMAR<br>4.5 | 99.4 | 4.53 | 9.07 | 9.36 | 2.23 | f 10.50 | 2.21 | | | 3.59 | 2.35 |
| TO SALTON<br>4.3 | 94.9 | 4.47 | 9.01 | 9.30 | 2.17 | f 10.41 | **2.15** | | | **3.50** | **2.15** |
| DURMID<br>4.7 | 90.6 | **4.40** | **8.54** | 9.23 | 2.10 | f 10.32 | 2.08 | | | 3.30 | 1.53 |
| TO BERTRAM<br>4.3 | 85.9 | 4.31 | 8.48 | **9.17** | 2.04 | f **10.22** | 2.02 | | | 3.15 | 1.35 |
| POPE<br>4.5 | 81.6 | 4.25 | 8.42 | 9.11 | **1.58** | f 10.13 | 1.56 | | | **3.00** | 1.09 |
| FRINK<br>4.5 | 77.1 | 4.19 | **8.36** | 9.05 | 1.49 | f 10.07 | 1.50 | | | 2.35 | 12.44 |
| WISTER<br>3.4 | 72.6 | 4.13 | 8.30 | **8.59** | 1.43 | f 10.00 | 1.44 | | | **2.10** | 12.24 |
| MUNDO<br>4.0 | 69.2 | 4.08 | **8.25** | 8.54 | 1.38 | f 9.54 | 1.39 | | | 1.50 | 12.01AM |
| TO-R NILAND<br>4.2 | 65.2 | s 4.03 | 8.20AM | s **8.49** | s **1.33** | **9.49PM** | s 1.34 | | | **1.33** | 11.45PM |
| FLOWING WELL<br>2.7 | 61.0 | 3.52 | (Runs via Calexico.) (See Page 14.) | | 1.14 | | 1.25 | | | 12.50 | **11.02** |
| IRIS<br>4.1 | 58.3 | 3.48 | | 8.37 | 1.10 | | 1.21 | | | 12.35 | 10.40 |
| TORTUGA<br>4.9 | 54.2 | 3.43 | | 8.32 | 1.05 | | 1.16 | | | 12.10PM | **10.15** |
| AMOS WYE<br>1.2 | 49.3 | | | | | | | | | | |
| TO AMOS<br>5.5 | 48.1 | 3.35 | | 8.24 | 12.57 | | 1.08 | | | **11.48AM** | 9.35 |
| ACOLITA<br>5.5 | 42.6 | 3.28 | | 8.17 | 12.50 | | 1.01 | | | 11.33 | 9.10 |
| MESQUITE<br>2.5 | 37.1 | 3.21 | | 8.10 | **12.43** | | 12.54 | | | 11.22 | 8.47 |
| GLAMIS<br>4.9 | 34.6 | 3.18 | | 8.07 | 12.40 | | f 12.51 | | | 11.17 | 8.33 |
| RUTHVEN<br>6.4 | 29.7 | 3.12 | | 8.01 | 12.34 | | 12.45 | | | **11.07** | **8.08** |
| DRYLYN<br>2.9 | 23.3 | 3.04 | | 7.53 | 12.26 | | 12.37 | | | **10.44** | 7.37 |
| CACTUS<br>4.3 | 20.4 | 3.00 | | | 12.22 | | 12.33 | | | 10.26 | 7.31 |
| TO OGILBY<br>6.1 | 16.1 | 2.54 | | 7.44 | 12.16 | | f 12.27 | | | 10.16 | 7.18 |
| KNOB<br>3.4 | 10.0 | 2.46 | | 7.36 | **12.08** | | **12.19** | | | 10.00 | **7.03** |
| TO-R ARAZ JUNCTION<br>0.9 (No Siding) | 6.6 | 2.38 | 5.20AM | 7.30 | 12.01PM | | 12.12 | s 7.36AM | s 1.48PM | 9.31 | 6.10 |
| ARAZ<br>4.9 | 5.7 | 2.36 | 5.16 | 7.28 | 11.59AM | | 12.10AM | 7.34 | 1.46 | 9.27 | 6.00 |
| COLORADO (Spur)<br>0.8 | 0.8 | | | | | | | | | | |
| TO-R YUMA | 0.0 | 2.25AM | 5.05AM | 7.18AM | **11.50AM** | | 11.59PM | 7.23AM | 1.35PM | 9.00AM | 5.30PM |
| (121.8) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Time over District | | (3.07) | (4.35) | (2.51) | (3.06) | (2.00) | (2.55) | (0.13) | (0.13) | (8.30) | (10.55) |
| Average speed per hour | | 40.15 | 43.70 | 44.17 | 42.24 | 28.30 | 42.48 | 30.46 | 30.46 | 14.32 | 11.15 |

Westward trains are superior to trains of the same class in the opposite direction.

Gauntlet track Colorado River Bridge, Yuma, normal position switch west end, for eastward track.

| ADDITIONAL STOPS TO DISCHARGE PASSENGERS | | |
|---|---|---|
| Train | At | Passengers from (or beyond) |
| 1, 3, 11 | Any Station | El Paso |
| 101 | Any Station | Tucumcari, San Antonio |

| ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | |
|---|---|---|
| Train | At | |
| 1 | Amos | Revenue Passengers Only |

## SANTA BARBARA SUBDIVISION.

| | EASTWARD | | | | Time Table No. 148 | | WESTWARD | |
|---|---|---|---|---|---|---|---|---|
| | FIRST CLASS | | | | April 4, 1926 | | FIRST CLASS | |
| Capacity Sidings in Car Lengths | 36<br>Ventura Los Angeles Passenger | 34<br>Oxnard and Los Angeles Passenger | Distance from San Francisco | | | Distance from Saugus | 35<br>Los Angeles Ventura Passenger | 37<br>Los Angeles and Oxnard Passenger |
| | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily |
| 48 PY | 3.30PM | 7.03AM | 403.2 | TO-R | MONTALVO<br>4.4 | 45.5 | s 9.57AM | s 8.12PM |
| 64 P | s 3.38 | s 7.10 | 407.6 | TO | SATICOY<br>3.4 | 41.1 | s 9.49 | s 8.04 |
| 19 | | | 411.0 | | LIMCO<br>0.3 | 37.7 | | |
| 37 P | f 3.44 | f 7.16 | 411.3 | | HAINES<br>2.0 | 37.4 | f 9.42 | f 7.58 |
| | | | 413.3 | | TEPIC (Spur)<br>0.7 | 35.4 | | |
| I5 | | | 414.0 | | BLANCHARDS<br>0.7 | 34.7 | | |
| 51 PW | s 3.55 | s 7.25 | 414.7 | TO | SANTA PAULA<br>1.2 | 34.0 | s 9.34 | s 7.50 |
| | | | 415.9 | | KEVET (Spur)<br>5.3 | 32.8 | | |
| | | | 421.2 | | KEITH (Spur)<br>0.6 | 27.5 | | |
| 24 P | f 4.06 | f 7.35 | 421.8 | | SESPE<br>1.1 | 26.9 | f 9.24 | f 7.40 |
| | f | f | 422.9 | | BROWNSTONE (Spur)<br>1.6 | 25.8 | f | f |
| Yard KP | s 4.13 | s 7.41 | 424.5 | TO | FILLMORE<br>2.3 | 24.2 | s 9.19 | s 7.35 |
| | | | 426.8 | | WILSHIRE (Spur)<br>1.4 | 21.9 | | |
| 37 P | f 4.20 | f 7.47 | 428.2 | | CAVIN<br>1.0 | 20.5 | f 9.11 | f 7.27 |
| | | | 429.2 | | CATES (Spur)<br>0.7 | 19.5 | | |
| 23 | f 4.23 | f 7.50 | 429.9 | | BUCKHORN<br>1.9 | 18.8 | f 9.08 | f 7.24 |
| 37 PW | s 4.29 | s 7.56 | 431.8 | TO | PIRU<br>2.5 | 16.9 | s 9.03 | f 7.19 |
| 23 | f 4.36 | f 8.03 | 434.3 | | CAMULOS<br>4.1 | 14.4 | f 8.55 | f 7.12 |
| 38 P | f 4.45 | f 8.12 | 438.4 | | KEMP<br>2.6 | 10.3 | f 8.46 | f 7.03 |
| | f | f | 441.0 | | DEL VALLE (No Siding)<br>3.1 | 7.7 | f | f |
| 39 P | f 4.54 | f 8.21 | 444.1 | | CASTAIC<br>1.1 | 4.6 | f 8.37 | f 6.54 |
| 19 | | | 445.2 | | OBERG<br>2.7 | 3.8 | | |
| 23 | | | 447.9 | | PARDEE<br>0.8 | 0.8 | | |
| 82 BKFWY | s 5.02PM | s 8.29AM | 448.7 | TO-R | SAUGUS | 0.0 | 8.29AM | 6.46PM |
| | Arrive Daily | Arrive Daily | | | (45.5) | | Leave Daily | Leave Daily |
| | (1.32) | (1.26) | | | Time over district | | (1.28) | (1.26) |
| | 29.67 | 31.74 | | | Average speed per hour | | 31.02 | 31.74 |

## SANTA BARBARA SUBDIVISION.

| | EASTWARD | | | Time Table No. 148 | | WESTWARD |
|---|---|---|---|---|---|---|
| | SECOND CLASS | | | April 4, 1926 | | SECOND CLASS |
| Capacity Sidings in Car Lengths | 118<br>Mixed | Distance from San Francisco | | | Distance from Ventura Junc. | 121<br>Mixed |
| | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday |
| 17 PWFT | 12.45PM | 412.3 | TO-R | OJAI<br>1.2 | 15.0 | s 11.45AM |
| | f | 411.1 | | MATILIJA (Spur)<br>2.2 | 13.8 | f |
| | f | 408.9 | | TICO (Spur)<br>2.1 | 11.6 | f |
| 10 | f | 406.8 | | OAKVIEW<br>1.7 | 9.5 | f |
| | f | 405.1 | | LACROSS (Spur)<br>2.2 | 7.8 | f |
| | f | 402.9 | | CANET<br>0.5 | 5.6 | f |
| | f | 402.4 | | WELDONS (Spur)<br>1.6 | 5.1 | f |
| 10 | f | 400.8 | | ORTONVILLE<br>0.5 | 3.5 | f |
| | f | 400.3 | | WADSTROM (Spur)<br>1.3 | 3.0 | f |
| | f 2.01 | 399.0 | | CHRISMAN (Spur)<br>1.3 | 1.7 | f 10.55 |
| | f | 397.7 | | MAIN STREET (Spur)<br>0.4 | 0.4 | f |
| | s 2.10PM | 397.3 | R | VENTURA JCT. | 0.0 | 10.47AM |
| | Arrive Daily Ex. Sunday | | | (15.0) | | Leave Daily Ex. Sunday |
| | (1.25) | | | Time over district | | (0.58) |
| | 10.58 | | | Average speed per hour | | 15.51 |

**All trains stop on signal at Foster Memorial Park.**

## SANTA BARBARA SUBDIVISION.

| | EASTWARD | | | Time Table No. 148 | | WESTWARD |
|---|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | | April 4, 1926 | Distance from Burbank | |
| | | | | STATIONS | | |
| E90<br>W53 PW | | 445.5 | TO | CHATSWORTH<br>3.6 | 21.3 | |
| | | 449.1 | | Crossing P. E. Ry.<br>0.1 | 17.7 | |
| 37 | | 449.2 | TO | OWENSMOUTH<br>4.2 | 17.6 | |
| 37 | | 453.4 | | RESEDA<br>2.0 | 13.4 | |
| 33 | | 455.4 | | ENCINO<br>3.0 | 11.4 | |
| | | 458.4 | | Crossing P. E. Ry.<br>0.0 | 8.4 | |
| 39 | | 458.4 | | VAN NUYS<br>1.5 | 8.4 | |
| 38 | | 459.9 | | KESTER<br>1.3 | 6.9 | |
| 6 | | 461.2 | | GARNSEY<br>1.6 | 5.6 | |
| 7 | | 462.8 | | LANKERSHIM<br>1.1 | 4.0 | |
| | | 463.9 | | LAPACO (Spur)<br>0.7 | 2.9 | |
| | | 464.6 | | MACNEIL (Spur)<br>2.2 | 2.2 | |
| 130 WY | | 466.8 | | BURBANK | 0.0 | |
| | | | | (21.3) | | |

Service by Extra Trains Only.

**Westward trains are superior to trains of the same class in the opposite direction.**

## LOS ANGELES SUBDIVISION

| EASTWARD | | | Time Table No. 148<br>April 4, 1926 | | WESTWARD |
|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | SECOND CLASS<br>132<br>Local Freight<br>Leave Daily Ex. Sunday | Distance from San Francisco | STATIONS | Distance from Pasadena | THIRD CLASS<br>133<br>Local Freight<br>Arrive Daily Ex. Sunday |
| East 67<br>West 70 P | 6.40AM | 487.7 | TO-R SHORB | 4.8 | s 8.30AM |
| | | | 0.8 | | |
| | | 488.5 | CROSSING P. E. RY. | 4.0 | |
| | | | 1.0 | | |
| I | | 489.5 | CROSSING P. E. RY. | 3.0 | |
| | | | 0.4 | | |
| | | 489.9 | SO. PASADENA | 2.6 | |
| | | | 0.7 | | |
| 23 | | 490.6 | GARFIELD AVE. | 1.9 | |
| | | | 0.6 | | |
| 15 | | 491.2 | RAYMOND HOTEL | 1.3 | |
| | | | 0.0 | | |
| | | 491.2 | CROSSING A. T. & S. F. RY. | 1.3 | |
| | | | 1.3 | | |
| Yard WP | s 7.05AM | 492.5 | TO-R PASADENA | 0.0 | 8.10AM |
| | Arrive Daily Ex. Sunday | | (4.8) | | Leave Daily Ex. Sunday |
| | (0.25) | | Time over district | | (0.20) |
| | 11.15 | | Average speed per hour | | 14.40 |

## LOS ANGELES SUBDIVISION

| EASTWARD | | | Time Table No. 148<br>April 4, 1926 | | WESTWARD |
|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | STATIONS | Distance from End of Track | |
| East 67<br>West 70 P | | 487.7 | TO-R SHORB | 14.0 | |
| | | | 1.0 | | |
| | | 488.7 | CROSSING P. E. RY. | 13.0 | |
| | | | 0.8 | | |
| 19 | | 489.5 | NORTH ALHAMBRA | 12.2 | |
| | | | 0.6 | | |
| 18 | | 490.1 | EAST ALHAMBRA | 11.6 | |
| | | | 1.6 | | |
| 41 | | 491.7 | SAN MARINO | 10.0 | |
| | | | 1.2 | | |
| | | 492.9 | SUNNYSLOPE (Spur) | 8.8 | |
| | | | 2.0 | | |
| | | 494.9 | PARADA (Spur) | 6.8 | |
| | | | 1.6 | | |
| 30 | | 496.5 | ARCADIA | 5.2 | |
| | | | 0.1 | | |
| I | | 496.6 | CROSSING A. T. & S. F. RY. | 5.1 | |
| | | | 1.6 | | |
| 52 W | | 498.2 | TO MONROVIA | 3.5 | |
| | | | 1.9 | | |
| 31 TW | | 500.1 | TO-R DUARTE | 1.6 | |
| | | | 1.5 | | |
| | | 501.6 | RIVAS | 0.1 | |
| | | | 0.1 | | |
| 59 | | 501.7 | END OF TRACK | 0.0 | |
| | | | (14.0) | | |

Service by Extras only

## LOS ANGELES SUBDIVISION

| EASTWARD | | | Time Table No. 148<br>April 4, 1926 | | WESTWARD |
|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | STATIONS | Distance from Pomona | |
| 96 PW | | 497.3 | TO-R BASSETT | 17.8 | |
| | | | 3.6 | | |
| 34 | | 500.9 | BALDWIN PARK | 14.2 | |
| | | | 0.1 | | |
| | | 501.0 | CROSSING P. E. RY. | 14.1 | |
| | | | 0.4 | | |
| 28 | | 501.4 | CRUSHTON | 13.7 | |
| | | | 0.3 | | |
| 3 | | 501.7 | WITHAM | 13.4 | |
| | | | 0.6 | | |
| 33 | | 502.3 | IRWINDALE | 12.8 | |
| | | | 0.7 | | |
| | | 503.0 | LATEEN (Spur) | 12.1 | |
| | | | 1.1 | | |
| 25 | | 504.1 | AZUSA AVENUE | 11.0 | |
| | | | 1.0 | | |
| Yard PW | | 505.1 | TO COVINA | 10.0 | |
| | | | 1.6 | | |
| 9 | | 506.7 | SAVOY | 8.4 | |
| | | | 0.7 | | |
| 27 | | 507.4 | CHARTER OAK | 7.7 | |
| | | | 1.1 | | |
| | | 508.5 | CRSG. P.E.RY. LONE HILL (Staff System) | 6.6 | |
| | | | 1.0 | | |
| 38 | | 509.5 | SAN DIMAS (Staff System) | 5.6 | |
| | | | 2.4 | | |
| 57 | | 511.9 | LA VERNE (Staff System) | 3.2 | |
| | | | 1.4 | | |
| | | 513.3 | GANESHA JCT. (Staff System) | 1.8 | |
| | | | 0.6 | | |
| | | 513.9 | CROSSING P. E. RY. | 1.2 | |
| | | | 0.6 | | |
| | | 514.5 | CROSSING P. E. RY. | 0.6 | |
| | | | 0.6 | | |
| Yard PTW | | 515.1 | TO-R POMONA | 0.0 | |
| | | | (17.8) | | |

Service by Extras Only

## LOS ANGELES SUBDIVISION

| EASTWARD | | | Time Table No. 148<br>April 4, 1926 | | WESTWARD |
|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | SECOND CLASS<br>138<br>Local Freight<br>Leave Daily Ex. Sunday | Distance from San Francisco | STATIONS | Distance from Ontario | SECOND CLASS<br>139<br>Local Freight<br>Arrive Daily Ex. Sunday |
| Yard PTW | 8.00AM | 514.3 | TO-R POMONA | 10.8 | 10.20AM |
| | | | 1.1 | | |
| I | | 515.4 | CROSSING L. A. & S. L. RY. | 9.7 | |
| | | | 0.3 | | |
| | | 515.7 | CROSSING P. E. RY. | 9.4 | |
| | | | 4.3 | | |
| Yard W | 8.30 | 520.0 | CHINO | 5.1 | 9.50 |
| | | | 2.4 | | |
| | | 522.4 | EUCLID AVENUE (Spur) | 2.7 | |
| | | | 2.6 | | |
| I | | 525.0 | CROSSING L. A. & S. L. RY. | 0.1 | |
| | | | 0.1 | | |
| 107 P | 9.00AM | 525.1 | TO-R ONTARIO | 0.0 | 9.20AM |
| | Arrive Daily Ex. Sunday | | (10.8) | | Leave Daily Ex. Sunday |
| | (1.00) | | Time over district | | (1.00) |
| | 10.80 | | Average speed per hour | | 10.80 |

## LOS ANGELES SUBDIVISION

| EASTWARD | | | Time Table No. 148<br>April 4, 1926 | | WESTWARD |
|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | SECOND CLASS<br>152<br>Local Freight<br>Leave Daily Ex. Sunday | Distance from San Francisco | STATIONS | Distance from Riverside | THIRD CLASS<br>153<br>Local Freight<br>Arrive Daily Ex. Sunday |
| Yard<br>BKWYFPT | 4.30PM | 539.0 | TO-R COLTON (Block Signals) | 7.2 | 6.15PM |
| | | | 2.2 | | |
| | | 541.2 | GRAND TERRACE (Spur) (Block Signals) | 5.0 | |
| | | | 1.1 | | |
| 98 P | 4.50 | 542.3 | HIGHGROVE (Block Signals) | 3.9 | 5.50 |
| | | | 1.0 | | |
| 24 | | 543.3 | ORANGE CENTER (Block Signals) | 2.9 | |
| | | | 0.7 | | |
| I | | 544.0 | CROSSING A. T. & S. F. RY. (Block Signals) | 2.2 | |
| | | | 1.4 | | |
| | 5.05 | 545.4 | RIVERSIDE JCT. (Block Signals) | 0.8 | 5.40 |
| | | | 0.0 | | |
| I | | 545.4 | CROSSING L. A. & S. L. RY. (Block Signals) | 0.8 | |
| | | | 0.8 | | |
| Yard P | 5.15PM | 546.2 | R RIVERSIDE (Block Signals) | 0.0 | 5.30PM |
| | Arrive Daily Ex. Sunday | | (7.2) | | Leave Daily Ex. Sunday |
| | (0.45) | | Time over district | | (0.45) |
| | 9.60 | | Average speed per hour | | 9.60 |

## LOS ANGELES SUBDIVISION

| EASTWARD | | | Time Table No. 148<br>April 4, 1926 | | WESTWARD |
|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | STATIONS | Distance from San Bernardino | |
| Yard<br>BKWYFPT | | 539.0 | TO-R COLTON (Block Signals) | 3.2 | |
| | | | 3.0 | | |
| I | | 542.0 | CROSSING A. T. & S. F. RY. (Block Signals) | 0.2 | |
| | | | 0.2 | | |
| Yard WY | | 542.2 | R SAN BERNARDINO (Block Signals) | 0.0 | |
| | | | (3.2) | | |

Service by Extras Only

## COLTON SUBDIVISION

| EASTWARD | | | Time Table No. 148<br>April 4, 1926 | | WESTWARD |
|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | STATIONS | Distance from Greenspot | |
| 73 | | 544.5 | TO-R BRYN MAWR | 8.7 | |
| | | | 0.5 | | |
| | | 545.0 | MOTOR JCT. | 8.2 | |
| | | | 2.8 | | |
| Yard W | | 547.8 | REDLANDS, 2D STREET | 5.4 | |
| | | | 0.1 | | |
| | | 547.9 | CROSSING P. E. RY. | 5.3 | |
| | | | 1.3 | | |
| | | 549.2 | EASTBERNE (Spur) | 4.0 | |
| | | | 0.7 | | |
| | | 549.9 | WARNER (Spur) | 3.3 | |
| | | | 0.6 | | |
| 3 | | 550.5 | MENTONE | 2.7 | |
| | | | 0.9 | | |
| Yard Y | | 551.4 | R CRAFTON | 1.8 | |
| | | | 1.8 | | |
| | | 553.2 | GREENSPOT (Spur) | 0.0 | |
| | | | (8.7) | | |

Service by Extras Only

**Westward trains are superior to trains of the same class in the opposite direction.**

# INDIO SUBDIVISION.

| EASTWARD | | | | | | | | | | | WESTWARD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity sidings in car lengths | THIRD CLASS | | FIRST CLASS | | | | Distance from San Francisco | | Time Table No. 148<br>April 4, 1926 | Distance from Calexico | FIRST CLASS | | | | THIRD CLASS | |
| | 158 | 52 | 12 | 150 | 48 | 46 | | | | | 11 | 149 | 47 | 45 | 159 | 51 |
| | Local Freight | S. D. & A. Mixed | Golden State Express | S. D. & A. Passenger | San Diego Sunset | Los Angeles and Calexico Passenger | | | | | Golden State Express | S. D. & A. Passenger | San Diego Sunset | Calexico and Los Angeles Passenger | Local Freight | S. D. & A. Mixed |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |
| Yard BKWYFP | 6.00AM | | 3.30PM | | 2.18PM | 5.35AM | 667.5 | TO-R | NILAND | 41.0 | s 8.15AM | | s 1.58PM | s 9.30PM | 2.13PM | |
| | | | | | | | | | 4.5 | | | | | | | |
| 77 P | 6.15 | | f 3.37 | | 2.25 | f 5.43 | 672.0 | | ESTELLE | 36.5 | f 8.06 | | **1.50** | f 9.22 | **1.50** | |
| | | | | | | | | | 3.7 | | | | | | | |
| Yard PY | 7.05 | | s 3.45 | | f 2.32 | s 5.52 | 675.7 | TO | CALIPATRIA | 32.8 | s 7.59 | | f 1.44 | s 9.14 | 1.18 | |
| | | | | | | | | | 1.2 | | | | | | | |
| 77 P | **7.53** | | f 3.48 | | 2.35 | f 5.56 | 676.9 | | BERNICE | 31.6 | f **7.53** | | 1.40 | f 9.07 | 12.50 | |
| | | | | | | | | | 4.1 | | | | | | | |
| 32 P | 8.05 | | f 3.54 | | 2.41 | f 6.03 | 681.0 | | ROCKWOOD | 27.5 | f 7.46 | | 1.34 | f 8.59 | 12.28PM | |
| | | | | | | | | | 5.2 | | | | | | | |
| Yard KWP | 9.30 | | s 4.07 | | f 2.49 | s 6.21 | 686.2 | TO | BRAWLEY | 22.3 | s 7.39 | | f 1.27 | s 8.50 | 11.59AM | |
| | | | | | | | | | 1.8 | | | | | | | |
| | | | | | | | 688.0 | | MELON (Spur) | 20.5 | | | | | | |
| | | | | | | | | | 2.3 | | | | | | | |
| 82 P | 9.50 | | f 4.13 | | 2.55 | f 6.29 | 690.3 | | GRAPE | 18.2 | f 7.29 | | 1.19 | f 8.27 | 10.35 | |
| | | | | | | | | | 5.3 | | | | | | | |
| Yard WP | **10.15** | | s 4.21 | | 3.03 | s 6.44 | 695.6 | TO | IMPERIAL | 12.9 | s 7.22 | | 1.12 | s 8.19 | **10.15** | |
| | | | | | | | | | 3.8 | | | | | | | |
| Yard BKPY | 11.34 | 6.45AM | s 4.40 | 4.30PM | s 3.10PM | s **7.12** | 699.4 | TO-R | EL CENTRO | 9.1 | s **7.12** | s 9.25AM | 1.05PM | s 8.10 | 9.45 | 7.55PM |
| | | | | | | | | | 4.6 | | | | | | | |
| 78 P | 11.45 | f **7.03** | s 4.50 | f 4.38 | | s 7.20 | 704.0 | | HEBER | 4.5 | s **7.03** | f **9.17** | | s 7.55 | **9.17** | f 7.42 |
| | | | | | | | | | 4.5 | | | | | | | |
| Yard BKWYFP | 11.55AM | s 7.10AM | s 5.00PM | s 4.45PM | | s 7.30AM | 708.5 | TO-R | CALEXICO | 0.0 | 6.55AM | 9.10AM | | 7.45PM | 8.55AM | s 7.30PM |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (41.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily |
| | (5.55) | (0.25) | (1.30) | (0.15) | (0.52) | (1.55) | | | Time over District | | (1.20) | (0.15) | (0.53) | (1.45) | (5.18) | (0.25) |
| | 6.93 | 21.84 | 27.33 | 36.40 | 36.80 | 21.39 | | | Average speed per hour | | 30.75 | 36.40 | 36.11 | 23.43 | 7.73 | 21.84 |

No. 48 stops at any station to receive passengers for points on S. D. & A. or discharge passengers from No. 101.

No. 47 stops at any station to receive passengers for No. 102 or discharge passengers from S. D. & A. Ry. Nos. 45, 46, 11 and 12 stops on signal at Raymer's Camp, mile and one half mile east of Bernice.

## INDIO SUBDIVISION

| EASTWARD | | | | | WESTWARD |
|---|---|---|---|---|---|
| Capacity sidings in car lengths | Distance from San Francisco | | Time Table No. 148<br>April 4, 1926<br>STATIONS | Distance from Sandia | |
| Yard PY | 675.7 | TO | CALIPATRIA | 21.8 | |
| | | | 6.1 | | |
| 73 | 681.8 | | TURN | 15.7 | |
| | | | 5.0 | | |
| 24 | 686.8 | | MUNYON | 10.7 | |
| | | | 3.0 | | |
| 73 | 689.8 | | MOSS | 7.7 | |
| | | | 1.9 | | |
| 24 | 691.7 | | ORITA | 5.8 | |
| | | | 2.5 | | |
| 24 | 694.2 | | CURLEW | 3.3 | |
| | | | 3 3 | | |
| 24 Y | 697.5 | | SANDIA | 0.0 | |
| | | | 21.8 | | |

Service performed by extras only.

## INDIO SUBDIVISION

| EASTWARD | | | | | WESTWARD |
|---|---|---|---|---|---|
| Capacity sidings in car lengths | Distance from San Francisco | | Time Table No. 148<br>April 4, 1926<br>STATIONS | Distance from Westmorland | |
| Yard PY | 675.7 | TO | CALIPATRIA | 12.6 | |
| | | | 4.9 | | |
| 12 | 680.6 | | SHAMROCK | 7.7 | |
| | | | 2.5 | | |
| 22 | 683.1 | | FONDO | 5.2 | |
| | | | 1.7 | | |
| | 684.8 | | CASABA (Spur) | 3.5 | |
| | | | 3.5 | | |
| 64 Y | 688.3 | | WESTMORLAND | 0.0 | |
| | | | (12.6) | | |

Service performed by extras only.

## INDIO SUBDIVISION

| EASTWARD | | | | | WESTWARD |
|---|---|---|---|---|---|
| Capacity sidings in car lengths | Distance from San Francisco | | Time Table No. 148<br>April 4, 1926<br>STATIONS | Distance from Colorado | |
| | 744.4 | R | POTHOLES | 12.2 | |
| | | | 0.6 | | |
| 16 | 743.8 | | LAGUNA | 11.6 | |
| | | | 4.2 | | |
| 25 | 739.6 | | SELLEW | 7.4 | |
| | | | 1.8 | | |
| | 737.8 | | BARD (Spur) | 5.6 | |
| | | | 3.3 | | |
| | 734.5 | | RAWLINGS (Spur) | 2.3 | |
| | | | 2.3 | | |
| | 732.2 | R | COLORADO | 0.0 | |
| | | | (12.6) | | |

Service performed by extras only.

**Westward trains are superior to trains of the same class in the opposite direction.**

## FLORENCE SUBDIVISION.

| Capacity Sidings in Car Lengths | | EASTWARD<br>SECOND CLASS<br>142<br>Local Freight | 140<br>Tustin Freight | FIRST CLASS<br>4<br>Union Pacific Passenger | 26<br>Union Pacific Passenger | 36<br>Union Pacific Passenger | 45<br>Union Pacific Passenger | 8<br>Union Pacific Passenger | 43<br>Union Pacific Passenger | 32<br>Union Pacific Passenger | Distance from San Francisco | Time Table No. 148<br>April 4, 1926<br>STATIONS | | Distance from Florence | WESTWARD<br>FIRST CLASS<br>3<br>Union Pacific Passenger | 25<br>Union Pacific Passenger | 42<br>Union Pacific Passenger | 31<br>Union Pacific Passenger | 7<br>Union Pacific Passenger | 44<br>Union Pacific Passenger | 37<br>Union Pacific Passenger | THIRD CLASS<br>141<br>Tustin Freight | 143<br>Local Freight | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Leave Daily Ex. Sunday | Leave Daily Ex Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | |
| IY | | 8.30PM | 10.00AM | | | | | | | | 481.9 | RIVER STATION TOWER<br>1.8 | | 7.2 | | | | | | | | 6.15PM | 7.45PM | |
| Yard BKYWTFP | | Runs Via Union Pacific Line Alhambra Ave. to Butte Street | 10.15 | 11.00PM | 5.15PM | 2.15PM | 2.10PM | 10.51AM | 9.05AM | 9.00AM | 483.7 | TO-R LOS ANGELES<br>1.5 | Double Track | 5.4 | s 7.00AM | s 8.45AM | s 10.20AM | s 10.25AM | s 2.00PM | s 4.45PM | s 4.50PM | 5.50 | Runs Via Union Pacific Line Butte Street to Alhambra Ave. | |
| | | | | 11.10PM | 5.25PM | 2.25PM | 2.20PM | 11.01AM | 9.15AM | 9.10AM | 485.2 | WASHINGTON ST. JCT.<br>0.3 | | 3.9 | 6.50AM | 8.35AM | 10.10AM | 10.15AM | 1.50PM | 4.35PM | 4.40PM | | | |
| I | | | | | | | | | | | 485.5 | CROSSING P. E. RY.<br>0.9 | | 3.6 | | | | | | | | | | |
| 98 | | | | | | | | | | | 486.4 | VERNONDALE<br>0.9 | | 2.7 | | | | | | | | | | |
| I | | | | | | | | | | | 487.3 | CROSSING A. T. & S. F. RY.<br>0.2 | | 1.8 | | | | | | | | | | |
| | | | | | | | | | | | 487.5 | CROSSING P. E. RY.<br>1.6 | | 1.6 | | | | | | | | | | |
| 53 YWP | | 9.20PM | 10.45AM | | | | | | | | 489.1 | TO-R FLORENCE | | 0.0 | | | | | | | | 5.20PM | 6.50PM | |
| | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | 7.2 | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | |
| | | (0.50)<br>8.64 | (0.45)<br>9.60 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | | ……………Time over district……………<br>……………Average speed per hour…………… | | | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.55)<br>7.85 | (0.55)<br>7.85 | |

Switch Tenders will be located at Washington Street Junction between 6:30 A. M. and 10:30 P. M. All westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

All Eastward trains en route to Union Pacific will stop before crossing over Westward track near Washington Street Junction unless signal to proceed is received from switch Tender.

All Westward trains and engines between the hours of 6:30 A. M. and 10:30 P. M. will not pass the clearing point of Union Pacific connection at Washington Street Junction unless proceed signal is received from Switch Tender.

All Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Eastward trains leaving Passenger Station will not proceed beyond fouling point of track on which standing unless proceed signal is received from Switch Tender at 6th Street.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing up must be equipped with back-up tail hose with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance card issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

## FLORENCE SUBDIVISION.

| Capacity Sidings in Car Lengths | EASTWARD | | | Distance from San Francisco | Time Table No. 148<br>April 4, 1926<br>STATIONS | Distance from Point Firmin | WESTWARD | | |
|---|---|---|---|---|---|---|---|---|---|
| 53 YWP | | | | 489.1 | TO-R FLORENCE<br>1.2 | 18.9 | | | |
| 30 | | | | 490.3 | TWEEDY<br>1.0 | 17.7 | | | |
| | | | | 491.3 | CROSSING P. E. RY.<br>0.5 | 16.7 | | | |
| 35 | | | | 491.8 | LYNWOOD<br>2.3 | 16.2 | | | |
| 61 | | | | 494.1 | COMPTON<br>2.1 | 13.9 | | | |
| I | | | | 496.2 | CROSSING P. E. RY.<br>1.5 | 11.8 | | | |
| 74 | | | | 497.7 | ELFTMAN<br>0.7 | 10.3 | | | |
| | | | | 498.4 | DOLORES (Spur)<br>1.6 | 9.6 | | | |
| | | | | 500.0 | WATSON (Spur)<br>1.4 | 8.0 | | | |
| 60 Y | | | | 501.4 | THENARD<br>0.5 | 6.6 | | | |
| | | | | 501.9 | CROSSING P. E. RY.<br>0.2 | 6.1 | | | |
| | | | | 502.1 | BLINNVILLE<br>0.8 | 5.9 | | | |
| 32 | | | | 502.9 | WILMINGTON<br>1.6 | 5.1 | | | |
| I | | | | 504.5 | DRAWBRIDGE<br>1.0 | 3.5 | | | |
| Yard BFWPK | | | | 505.5 | TO-R SAN PEDRO<br>0.9 | 2.5 | | | |
| | | | | 506.4 | CENTER STREET<br>1.6 | 1.6 | | | |
| | | | | 508.0 | POINT FIRMIN | 0.0 | | | |
| | | | | | (18.9) | | | | |

Service by extras only.

## FLORENCE SUBDIVISION.

| Capacity Sidings in Car Lengths | EASTWARD | | | Distance from San Francisco | Time Table No. 148<br>April 4, 1926<br>STATIONS | Distance from End of Track | WESTWARD | | |
|---|---|---|---|---|---|---|---|---|---|
| 60 Y | | | | 501.4 | THENARD<br>1.0 | 2.7 | | | |
| | | | | 502.4 | CROSSING P. E. RY.<br>0.2 | 1.7 | | | |
| | | | | 502.6 | MEAD (Spur)<br>0.3 | 1.5 | | | |
| | | | | 502.9 | GASPUR (Spur)<br>0.6 | 1.2 | | | |
| | | | | 503.5 | LONG BEACH<br>0.1 | 0.6 | | | |
| | | | | 503.6 | CROSSING P. E. RY.<br>0.5 | 0.5 | | | |
| | | | | 504.1 | END OF TRACK | 0.0 | | | |
| | | | | | (2.7) | | | | |

Service by extras only.

Westward trains are superior to trains of the same class in the opposite direction.

# FLORENCE SUBDIVISION.

## EASTWARD

## WESTWARD

| Capacity Sidings in Car Lengths | THIRD CLASS | SECOND CLASS | | Distance from San Francisco | Time Table No. 148 April 4, 1926 | Distance from Newport Beach | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|
| | 124 Mixed | 142 Local Freight | 140 Tustin Freight | | STATIONS | | 141 Tustin Freight | 143 Local Freight |
| | Leave Wednesday Only | Leave Daily Ex Sunday | Leave Daily Ex. Sunday | | | | Arrive Daily Ex. Sunday | Arrive Daily Ex Sunday |
| 53 YWP | | 9.20PM | 10.45AM | 489.1 | TO-R FLORENCE | 38.9 | 5.20PM | 6.50PM |
| | | | | | 1.0 | | | |
| 19 | | | | 490.1 | ARDMORE | 37.9 | | |
| | | | | | 1.8 | | | |
| I | | | | 491.9 | CROSSING L. A. & S. L. RY. | 36.1 | | |
| | | | | | 0.2 | | | |
| 24 | | 9.30 | 10.55 | 492.1 | CUDAHY | 35.9 | 4.58 | 6.33 |
| | | | | | 1.1 | | | |
| 10 | | | | 493.2 | VINVALE | 34.8 | | |
| | | | | | 1.8 | | | |
| 21 | | 9.45 | 11.05 | 495.0 | TO DOWNEY | 33.0 | 4.44 | 6.18 |
| | | | | | 2.4 | | | |
| 17 P | | 9.50 | 11.10 | 497.4 | R STUDEBAKER | 30.6 | 4.30 | 6.00<br>3.50 |
| | | | | | 1.7 | | | |
| 39 | | 10.05 | 11.15 | 499.1 | TO NORWALK | 28.9 | 4.20 | 3.40 |
| | | | | | 2.1 | | | |
| 20 | | 10.15 | 11.20 | 501.2 | CARMENITA | 26.8 | 4.12 | 3.30 |
| | | | | | 2.2 | | | |
| | | | | 503.4 | LINEA (Spur) | 24.6 | | |
| | | | | | 1.0 | | | |
| 76 | | 10.35 | 11.27 | 504.4 | TO BUENA PARK | 23.6 | 4.03 | 3.20 |
| | | | | | 1.0 | | | |
| 32 | | 10.40 | 11.30 | 505.4 | ALMOND | 22.6 | 3.55 | 3.10 |
| | | | | | 1.7 | | | |
| 15 | | 10.45 | 11.35 | 507.1 | BROOKHURST | 20.9 | 3.50 | 2.50 |
| | | | | | 1.9 | | | |
| 24 WY | | 11.10 | 11.45 | 509.0 | TO-R WEST ANAHEIM | 19.0 | 3.40 | 2.40 |
| 24 WY | 9.45AM | | | 509.0 | TO-R WEST ANAHEIM | 18.2 | | |
| | | | | | 0.8 | | | |
| | | | | 509.8 | DREYFUS (Spur) | 17.4 | | |
| | | | | | 1.2 | | | |
| 29 | 9.55 | | | 511.0 | MIRAFLORES | 16.2 | | |
| | | | | | 1.1 | | | |
| | 10.05AM | | | 512.1 | R WEST ANAHEIM JCT. | 15.1 | | |
| 24 WY | | 11.10 | 11.45 | 509.0 | TO-R WEST ANAHEIM | 19.0 | 3.40 | 2.40 |
| | | | | | 1.2 | | | |
| 39 | | 11.30 | 11.50 | 510.2 | ANAHEIM | 17.8 | 3.35 | 2.20 |
| | | | | | 1.7 | | | |
| 30 P | | 11.35 | 11.55AM | 511.9 | R TUSTIN JCT. | 16.1 | 3.30PM | 2.05 |
| | | | | | 1.0 | | | |
| | | 11.40 | | 512.9 | R WEST ANAHEIM JCT. | 15.1 | | 1.50 |
| | | | | | 1.7 | | | |
| 19 | | 11.45 | | 514.6 | WEST ORANGE | 13.4 | | 1.40 |
| | | | | | 1.0 | | | |
| | | | | 515.6 | CROSSING P. E. RY. | 12.4 | | |
| | | | | | 1.4 | | | |
| Yard BKWYFP | | 11.55PM | | 517.0 | TO-R SANTA ANA | 11.0 | | 1.30PM |
| | | | | | 0.1 | | | |
| | | | | 517.1 | CROSSING S. A. & N. RY. | 10.9 | | |
| | | | | | 2.3 | | | |
| 63 | | | | 519.4 | DYER | 8.6 | | |
| | | | | | 2.7 | | | |
| | | | | 522.1 | PAULARINO (Spur) | 5.9 | | |
| | | | | | 2.4 | | | |
| | | | | 524.5 | THURIN | 3.5 | | |
| | | | | | 1.2 | | | |
| 17 | | | | 525.7 | COSTA MESA | 2.3 | | |
| | | | | | 1.5 | | | |
| | | | | 527.2 | BRANAGAN (Spur) | 0.8 | | |
| | | | | | 0.8 | | | |
| | | | | 528.0 | CROSSING P. E. RY. | 0.0 | | |
| | | | | | 0.0 | | | |
| Yard WY | | | | 528.0 | TO NEWPORT BEACH | 0.0 | | |
| | Arrive Wednesday Only | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | 38.9 | | Leave Daily Ex. Sunda y | Leave Daily Ex. Sunday |
| | (0.20) | (2.35) | (1.10) | | Time over district | | (1.50) | (5.20) |
| | 9.30 | 10.80 | 17.05 | | Average speed per hour | | 12.43 | 8.81 |

Westward trains are superior to trains of the same class in the opposite direction.

## FLORENCE SUBDIVISION.

Time Table No. 148

April 4, 1926

| Capacity Sidings in Car Lengths | EASTWARD<br>SECOND CLASS<br>144<br>Local Freight<br>Leave Daily Ex. Sunday | Distance from San Francisco | STATIONS | Distance from Whittier | WESTWARD<br>THIRD CLASS<br>145<br>Local Freight<br>Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|
| 17 P | 4.00PM | 497.4 | R STUDEBAKER | 5.9 | 5.50PM |
| | | | 2.1 | | |
| 11 | | 499.5 | FULTON WELLS | 3.8 | |
| | | | 1.1 | | |
| 15 | | 500.6 | LOS NIETOS | 2.7 | |
| | | | 0.0 | | |
| I | | 500.6 | CROSSING A. T. & S. F. RY. | 2.7 | |
| | | | 0.4 | | |
| | | 501.0 | CROSSING P. E. RY. | 2.3 | |
| | | | 1.2 | | |
| 39 | | 502.2 | EVERGREEN STREET | 1.0 | |
| | | | 0.9 | | |
| | | 503.1 | CROSSING P. E. RY. | 0.1 | |
| | | | 0.1 | | |
| 27 TW | 4.50PM | 503.2 | TO-R WHITTIER | 0.0 | 5.00PM |
| | Arrive Daily Ex. Sunday | | (5.9) | | Leave Daily Ex. Sunday |
| | (0.50) | | ........Time over District........ | | (0.50) |
| | 7.08 | | ........Average speed per hour.... | | 7.08 |

## FLORENCE SUBDIVISION.

Time Table No. 148

April 4, 1926

EASTWARD — WESTWARD

| Capacity Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Tustin |
|---|---|---|---|
| 30 | 511.9 | R TUSTIN JCT. | 10.5 |
| | | 0.5 | |
| I | 512.4 | CROSSING A. T. & S. F. RY. | 10.0 |
| | | 0.3 | |
| | 512.7 | GRATTO | 9.7 |
| | | 1.8 | |
| 21 | 514.5 | MARLBORO | 7.9 |
| | | 0.2 | |
| | 514.7 | CROSSING A. T. & S. F. RY. | 7.7 |
| | | 2.0 | |
| 10 | 516.7 | VILLA PARK | 5.7 |
| | | 1.7 | |
| 20 | 518.4 | McPHERSON | 4.0 |
| | | 1.0 | |
| 18 | 519.4 | EL MODENA | 3.0 |
| | | 3.0 | |
| 26 WT | 522.4 | TUSTIN | 0.0 |
| | | (10.5) | |

Service by Extras only.

## FLORENCE SUBDIVISION.

Time Table No. 148

April 4, 1926

EASTWARD — WESTWARD

| Capacity Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Los Alamitos |
|---|---|---|---|
| YWP | 509.0 | TO-R WEST ANAHEIM | 9.4 |
| | | 1.3 | |
| | 510.3 | NEFF (Spur) | 8.1 |
| | | 1.0 | |
| 8 | 511.3 | NUTWOOD | 7.1 |
| | | 2.3 | |
| 33 | 513.6 | STANTON | 4.8 |
| | | 0.4 | |
| | 514.0 | CROSSING P. E. RY. | 4.4 |
| | | 0.1 | |
| YP | 514.1 | STANTON JUNCTION | 4.3 |
| | | 4.3 | |
| Yard W | 518.4 | LOS ALAMITOS | 0.0 |
| | | (9.4) | |

Service by extras only

## FLORENCE SUBDIVISION.

Time Table No. 148

April 4, 1926

EASTWARD — WESTWARD

| Capacity Sidings in Car Lengths | Distance from San Francisco | STATIONS | | Distance from Newport Beach |
|---|---|---|---|---|
| PY | 514.1 | STANTON JUNCTION | | 15.6 |
| | | 3.3 | | |
| 50 W | 517.4 | WESTMINSTER | | 12.3 |
| | | 1.5 | | |
| | 518.9 | SUGAR | | 10.8 |
| | | 0.6 | | |
| 27 | 519.5 | SMELTZER | | 10.2 |
| | | 1.0 | | |
| | 520.5 | WINTERSBURG | | 9.2 |
| | | 1.4 | | |
| 9 | 521.9 | WIEBLING | | 7.8 |
| | | 0.5 | | |
| 31 | 522.4 | LA BOLSA | Staff | 7.3 |
| | | 0.4 | | |
| 29 | 522.8 | WESTFALL | | 6.9 |
| | | 0.5 | | |
| 23 | 523.3 | NEWLAND | | 6.4 |
| | | 1.1 | | |
| 14 P | 524.4 | HUNTINGTON BEACH | | 5.3 |
| | | 0.2 | | |
| | 524.6 | CROSSING P. E. RY. | | 5.1 |
| | | 0.8 | | |
| | 525.4 | GAMEWELL (No Siding) | | 4.3 |
| | | 4.3 | | |
| | 529.7 | CROSSING P. E. RY. | | 0.0 |
| | | 0.0 | | |
| Yard PWY | 529.7 | TO NEWPORT BEACH | | 0.0 |
| | | (15.6) | | |

Service by extras only

Westward trains are superior to trains of the same class in the opposite direction.
Joint use with Pacific Electric Ry. over two bridges in Pacific Electric track between Newport Beach and Huntington Beach (see special rule).

# SPECIAL INSTRUCTIONS.

# “SAFETY FIRST”

**THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:**

**RULE 2.** The following are designated watch inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco.

| | |
|---|---|
| Los Angeles | Newton Moore, 301 O. T. Johnson Bldg.<br>Geo. D. Davidson Co., 445 S. Spring St.<br>Walter Kursinski, 2628 N. Broadway |
| Whittier | Cole Bros. |
| Santa Ana | R. H. Ewert |
| Oxnard | Baker & Davis |
| Santa Barbara | I. F. Bitterly Co. |
| San Pedro | C. E Perham |
| Pasadena | J. Herbert Hall & Co. |
| Pomona | C. C. Zilles |
| Colton | E. W. Cosgrove & Co. |
| Redlands | F. B. King |
| Beaumont | J. Fred Sprague |
| Indio | E. G. Shepard |
| Yuma | Wm. Baird |
| San Fernando | H. E. Fox, Jr. |
| Ventura | R. W. Cummings |
| Brawley | E. J. McEvoy |
| El Centro | V. M. Bishop |
| Fillmore | W M. Everitt |
| San Bernardino | Chas. M. Hanf |
| Riverside | F. S. Fisher |
| Calexico | Sieglitz Company |

**RULE 3.** Standard clock at Los Angeles roundhouse enginemen will compare time and register before leaving.

Standard clock at Santa Barbara yard office.

**RULE 10 (G).** Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

**RULE 14 (d).** As specified below, four long and one short sounds (——— ——— ——— ——— o) will be indication that flagman may return from the west as prescribed by Rule 99.

| | |
|---|---|
| Ventura Jct. | Trains on Ojai line. |
| Saugus | Trains on Santa Paula line. |
| Burbank Jct. | Trains on Coast line via Zelzah and trains on Van Nuys line. |
| Mission Jct. | Trains on River Station Tower line. |
| Pomona | Trains on Covina line. |
| Ontario | Trains on Chino line. |
| Araz Jct. | Trains on Inter-Cal. line. |
| Colorado | Trains on Potholes line. |

**RULE 14 (e).** As specified below six long sounds (——— ——— ——— ——— ——— ———) will be indication that flagman may return from east as prescribed by Rule 99.

| | |
|---|---|
| Calipatria | Trains on Sandia and Westmorland lines. |
| Niland | Trains on Calexico line. |
| Bryn Mawr | Trains on Crafton line. |
| Colton | Trains on Riverside and San Bernardino lines. |
| Pomona | Trains on Chino line. |
| Bassett | Trains on Covina line. |
| Shorb | Trains on Duarte and Pasadena lines. |
| Chatsworth | Trains on Van Nuys line. |
| Montalvo | Trains on Santa Paula line. |
| Thenard | Trains on Long Beach line. |
| Florence | Trains on Santa Ana line. |
| Studebaker | Trains on Whittier line. |
| West Anaheim | Trains on Los Alamitos and Miraflores lines. |
| Tustin Jct. | Trains on Tustin line. |
| Stanton Jct. | Trains on Los Alamitos line. |
| River Station Tower | Trains on Mission Jct. line. |

**RULE 17 and S19.** Display headlight and marker lights while passing through Tunnels 25 and 26.

**RULE 72.** When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

**RULE D72 and 73.** Trains and yard engines may move within limits of Los Angeles yard irrespective of time table superiority, except that freight trains and yard engines must take every precaution possible to avoid delaying passenger trains.

**RULE 83 (A).** Beaumont is register station only for trains originating, regular trains will register by form 2642 at that point for information of such trains.

At the following stations only trains originating and terminating will register:

| | |
|---|---|
| Ventura. | San Fernando. |
| Oxnard. | Los Angeles. |

At the following stations only the trains indicated will register:

| | |
|---|---|
| Ventura Jct. | Nos. 121, 118 |
| Montalvo | Nos. 39, 38, 36 |
| West Anaheim Jct. | No. 143 |

**RULE 83 (B).** Except when necessary to check the register against superior train, trains may register by ticket (Form 2642) as follows: First-class trains Los Angeles Yard and Colton; Trains 71 and 72, Santa Barbara passenger station; regular trains Burbank Jct.; regular trains via Ogilby and trains 11 and 12 Araz Jct.

**RULE 83 (C).** Westward extras from San Pedro will register at Florence.

### SANTA BARBARA

The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or enginemen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14-K must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

**RULE 83 (D).** Trains must obtain clearance card before leaving:

| | |
|---|---|
| Niland | All trains. |
| Saugus | Trains to and from Santa Paula line. |

Newport Beach when operator on duty.

**RULE 93.** Yard limits are defined by yard limit signs at the following stations:

SANTA BARBARA
OXNARD
FILLMORE
LOS ANGELES
SAN PEDRO
PASADENA
POMONA
COVINA
CHINO
COLTON
BEAUMONT
INDIO
NILAND
CALIPATRIA
BRAWLEY
IMPERIAL
EL CENTRO
CALEXICO

Enginemen will approach west lead to new yard on third track east of Glendale tower with caution, call for signal from switch tender, failing to receive proceed signal stop sufficient distance west to clear the lead.

Westward trains entering “A” yard Los Angeles, will sound whistle signal one long, one short, one long for information of switch tender.

**RULE D 97 (A).** On double track, trains may run extra, moving with the current of traffic, without running orders; between:

Burbank Jct., Shorb and Florence.
Santa Barbara and East Santa Barbara.

**RULE 98.** The normal position of switches at junctions will be as follows:

| | |
|---|---|
| Montalvo | For Santa Barbara—Oxnard main track. |
| Stanton Jct. | West switch of wye for Smeltzer line. |
| Shorb | Switch in westward siding for Duarte line. |
| Ontario | Chino line switch on siding for siding. |
| Lone Hill | For Pacific Electric Line. |
| Newport Beach | For west leg of wye. |

### RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks will have first right of way provided ready to move immediately.

Pacific Electric Ry., first crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.

Pacific Electric Ry., one mile east of Thenard. Long Beach line—STOP.

Pacific Electric Ry. 0.1 mile east of Long Beach—STOP.

Pacific Electric Ry., Griffith Lumber Spur, Santa Ana—STOP.

Pacific Electric Ry., one-tenth mile east Baldwin Park—STOP.

Santa Fe Ry., 0.3 mile east of Marlboro—STOP.

Salt Lake Ry., old Chino line, Ontario—STOP.

**RULE 221.** That portion reading: “Train-order office hours will be shown in the time-table” is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

**RULE 516.** Overlaps are located at:

| | |
|---|---|
| Newhall | Eastward trains. |
| Alhambra | Eastward trains. |
| Alhambra | Westward trains. |
| San Gabriel | Eastward trains. |
| Savanna | Eastward trains. |

Overlap posts are painted white at the top and black at the base and are about six feet high.

**RULE 519.** Applies to following signals:

4714 and 4626.—Burbank Junction Tower.
4773 and 4774.—Glendale Tower.
4878 and 4879.—Shorb.

**RULE 820.** Enginemen who have had less than 610 days’ actual experience as enginemen in freight service and less than 60 days’ experience on the division must not be used in passenger service.

When enginemen with less than 610 days’ experience and less than 60 days’ service as enginemen on the district and firemen of less than one year’s experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

**RULE 873.** Swing brakemen will ride on top near middle of train as follows:

| | |
|---|---|
| Eastward | Los Angeles to Bassett.<br>Bloomington to Colton.<br>Beaumont to Indio.<br>Knob to Yuma. |
| Westward | Beaumont to Colton.<br>Pomona to Puente.<br>Shorb to Los Angeles. |

**RULE 876.** Standing air-brake test must be made at:

Beaumont.—All trains except passenger trains on which brake pipe hose have not been separated.

### AUTOMATIC BLOCK SYSTEM

Automatic block signals in addition to those shown in brackets on schedule pages are in operation between River Station Tower and Naud Junction on eastward track, and between College St. and River Station Tower on westward track; between Mission Junction and Naud Junction on westward track only; between River Station Tower and Mission Junction; at Florence governing movement westward trains from San Pedro and Santa Ana lines to westward main track; on Covina Line one mile west of Pomona governing eastward trains; at Niland governing trains on Calexico line; at Calipatria, Brawley, El Centro and Calexico governing trains approaching yards.

Block signal lay out at Haig, Nicklin, Pershing and Mons is so arranged that by opening switch main track or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track for meet, do not open switches until approaching train has passed the signal intermediate between stations.

Distant switch signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at “caution” by open switch or train on main track between signal and switch or by train fouling main track.

Automatic block signals—3985 Ventura—4026 Montalvo—4500 and 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—5196 and 5209 Ontario—5399 and 5396 Colton—5440 Bryn Mawr for trains going to Crafton Line—5614 Beaumont—6100, 6110, 6111, 6115, 6116, 6121 Indio—6668, 6672, 6673, 6676, 6677, 6681 Niland—6748, 6761 Calipatria—6852, 6869, Brawley—6990, 6994, 6995, 7001 El Centro—7078, 7085, Calexico govern movement of trains entering yards. If signals are stop position, stop, then proceed with caution, not exceeding 6 miles per hour.

Short arm on signal 5629 east end Beaumont siding governs trains entering siding. If arm does not clear when switch is thrown train may proceed under flag through siding.

### INTERLOCKING

For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound of steam whistle for the information of towerman.

### SHORB

Switch at end of double track at Shorb is electrically controlled and operated from telegraph office.

When fixed signals at end of double track Shorb are inoperative, train and enginemen will communicate with operator at telegraph office by means of telephone located in telephone box at end of double track.

Telephonic authority from operators will be accepted in lieu of hand signals provided for in Rules 628 and 663.

### MAIN TRACK

**Raymer Tower.**—Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

**Burbank Junction Tower.**—Three-arm home signal is located five hundred (500) feet East of Tower on Westward main track and top arm covers movement straight through on Westward main track to Saugus. Second arm governs movements through crossover to Coast Line. Lower arm governs movement to east end of siding.

Westward trains approaching Interlocking Plant give one long sound (———) of whistle for top arm, one long and four short (——— o o o o) sounds of whistle for second arm and five short (o o o o o) sounds of whistle for movement to and from east end of siding.

Three-arm home and distant signal is located eight hundred (800) feet west of Tower on Coast main track and top arm governs movement through on Eastward main track. Lower arm governs movement through crossover to Westward main track against current of traffic.

Eastward trains approaching Interlocking Plant from Coast Line give one long sound (———) of whistle for movement straight through Eastward main track and one long and one short sound (——— o) of whistle for lower arm.

Three-arm home and distant signal is located five hundred feet west of Tower on Saugus line and top arm governs movement through crossover to Eastward main track. Lower arm governs movement to Westward main track against current of traffic.

Eastward train approaching Interlocking Plant from Saugus give one long (———) sound of whistle for top arm and one long and one short (——— o) sound of whistle for lower arm.

Dwarf signal located five hundred feet east of Tower on Eastward main track governs movements against current of traffic. Give one long and one short (——— o) sound of whistle for this signal.

**Glendale Tower.**—Crossing of Pacific Electric Railway, 0.2 mile east of Glendale. To or from lead yard "A" five short.

**El Monte Tower.**—Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

**Bloomington Tower.**—Crossing Pacific Electric Railway at Bloomington. To and from east end siding, five short. For house track or packing house spur, one long and one short.

**Colton Tower.**—Crossing of A. T. & S. F. Railway, west end Colton yard. Eastward trains for coach track, five short; for No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, one short and two long.

### SAN BERNARDINO-RIVERSIDE LINE

**E Street Tower.**—Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long and one short; for house track, three long and one short. For P. E. track one long and four short.

**Highgrove Tower.**—Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

**Riverside Tower.**—Crossing of L. A. & S. L. Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to L. A. & S. L. Ry. one long, two short and one long.

### SANTA ANA LINE

**Cudahy Tower.**—Crossing L. A. & S. L. Ry. at Cudahy.

### SAN PEDRO LINE

**Nadeau Tower.**—Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

**Dominguez Tower.**—Crossing Pacific Electric Railway 1.5 miles west of Elftman.

**San Pedro Drawbridge Tower.**—Governing movement of trains over drawbridge one mile west of San Pedro.

### WHITTIER LINE

**Los Nietos Tower.**—Crossing A. T. & S. F. Ry. at Los Nietos. For siding, five short.

### TUSTIN LINE

**Anaheim Tower.**—Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

### PASADENA LINE

**Marengo Tower.**—Crossing of Pacific Electric Railway on Pasadena Branch, 0.2 mile west of South Pasadena.

### DUARTE LINE

**Arcadia Tower.**—Crossing A. T. & S. F. Ry. 1 mile east of Arcadia.

### CHINO LINE

**Pomona Jct. Tower.**—Crossing L. A. & S. L. Ry., 1.1 miles east of Pomona. For Packing House Track, one long and four short.

**Ontario Tower.**—Crossing L. A. & S. L. Ry., 0.2 mile west of Ontario.

### LOS ANGELES YARD

**Mission Tower.**—Crossing A. T. & S. F. and L. A. & S. L. Railways, 1.9 miles east of Los Angeles, or 0.6 mile east of River Station Tower.

Main Track to Passenger Station, one long.
Main Track east, one long.
To River Station Tower, one long, four short.
To Roundhouse, one long, four short.
To Brewery Spur, three long, one short.
To Salt Lake Transfer, four short, one long.
To Outbound Roundhouse Track, one long, one short, one long.
To Pacific Coast Packing Co., one long, one short, one long.
To Pressed Brick Spur, two short, one long, one short.
To Barber Asphalt, one short, one long, one short.
To Lacy Manufacturing Co., three long, one short.

All movements against the current of traffic, one long, one short, except to River Station Tower against the current of traffic, five short.

**River Station Tower.**—One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

**Naud Junction Tower.**—Trains running via Mission Junction, four short.

**Clement Junction Tower Crossing P. E. Ry.**—To go on Pacific Electric transfer or to Hammond Lumber Co., one long and four short; on Butte St. interchange yard, one long, one short, one long. Through crossover either direction one long, one short.

## MISCELLANEOUS

1. Due to operation of block signals between Glendale and Burbank, trains heading in or out from or to Westward main track at East end of siding must first line up inside switch before lining up derail switch.

After movement has been made, derail must be lined up before inside switch is returned to normal position.

2. Engines turning on Oxnard wye must move with caution; trains of the Ventura County Railway have preference.

3. Trains to and from Santa Paula line enter and leave main track through switch just east of water tank Saugus. East end of Santa Paula line, Saugus, will end at clearing point of first track south of main track.

4. With the exception of those noted below, switches on Alameda St. are unsafe for operation of road engine on account of excessive curvature:

North Spring St.: Crossover at College St.

Alameda St.
- Eastbound conn. at Naud Jct.
- Westbound conn. at Naud Jct.
- West leg wye conn. 7th and Alameda Coach Yd.
- East leg wye conn. 7th and Alameda Coach Yd.
- Crossover from west to eastbound at west side of 8th St.
- Crossover at Washington St. from eastbound to westbound, leading to Salt Lake conn.
- Salt Lake conn. at Washington St. near Clement Jct.

5. Engines with forward trucks must not attempt to operate through single tongue girder-rail switches.

6. West end of Van Nuys line, Chatsworth, will end at East Cross-over Switch, Signal 4461, east of station.

7. West end Covina line, Bassett, will end at Covina main track derailing switch near water tank.

8. That portion of Chino main track between the initial switch at Pomona Jct. and Pomona Depot will be used as a siding.

9. First-class trains, meeting at Pomona, will use cross-overs just east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these cross-overs, and track between them, clear.

10. Trains to and from Chino enter and leave main track through switch just east of station, Ontario.

11. At Colton, when taking siding, initial switch for eastward first-class trains will be just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

12. Trains taking siding at Whitewater will keep to the right, westward trains using first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

13. When first-class trains meet at Indio westward train hold main track. Eastward train take siding through cross-over just west of station.

14. Main track trains taking siding at Niland will use initial switch at east and west end of Niland yard on north side main track.

The tracks on South side of main track will ordinarily be used by trains to and from the Imperial Line.

15. Trains to and from Niland-Calexico line will enter and leave the main track through switch just west of passenger station, Niland.

16. Westward freight trains having work to do at Niland other than take water and fill water car, will take siding so as to permit of prompt departure of eastward freight trains that may be at Niland awaiting arrival of the westward train.

17. Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats, outfit cars, etc., not allowed.

18. Helpers in freight trains will be so placed as to facilitate taking water and in all cases must be placed ahead of rear-end equipment.

19. Helpers must not be cut off or coupled on while train is in motion. Train must not be split ahead of helpers while train is in motion letting rear portion of train trail leading portion to point where helper is to be cut out; the only exception to this rule being where yard engine cuts off from westward trains west of Colton.

20. Switching movement from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. When necessary to move cars ahead of engine, do not exceed 20 miles per hour. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars being handled, or such switching moves be made against a derailer.

21. Under no circumstances will engines, or engines with cars, be coupled to a train while same is in motion.

22. Cars must not be cut off while in motion at Redlands 2d Street, and Crafton.

23. Trains must be preceded by flagman over the following street crossings:

Orange Street, Redlands 2d Street.
Foothill Boulevard, just east of Duarte Station.
Los Angeles Street, Anaheim.
Mission Road, Edison Plant, Shorb, on track leading to Edison plant.

24. Train and switching movements over Seventh and Eighth Streets, also Orange Avenue, Riverside, must be made only after flagman has taken position on crossing.

25. Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles in either direction, will consider such movements via the main track, and not via Chino, Covina or Van Nuys unless order so states.

26. When necessary for trackmen to place protection flags or lights on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, such flags or lights will be placed on the east side of the S. P. track and Pacific Electric will place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees of both lines.

27. Enginemen of westward passenger trains will not whistle for interlocking signal at Colton until after train has started from station.

28. Trackmen will display green flag one-fourth mile each side of dusty stretches or when replacing ties or otherwise disturbing track so as to cause dusty condition for information of enginemen in using sprinkler. Sprinklers should also be used on bridges as a fire precaution.

29. A telephone, also light signal, located west end Aurant, just east Soto street, north of westward track, connected with Mission Tower. When signal displays green light indicates towerman Mission Tower expects be able to move train promptly through plant. When signal dark, westward freight trains (of such length that if stopped at interlocking signal would block Workman street) will stop east of Soto street, use telephone to communicate with towerman, and be governed by his instructions.

30. Telegraphers at Araz Jct. will handle switches for trains moving to or from Inter-California when position of train order signal indicates Telegrapher on duty. Westward trains enroute to Inter-California will after they have sounded Signal 14-J (for train order signal), sound one long and four short (——— o o o o) blasts of steam whistle for Inter-California route. Telegrapher, after lining switches, will give enginemen proceed signal. Telegrapher, when switch has been properly set for the route desired, must take a position on opposite side of track. Conductor, when rear of train passes over switch, must see that Telegrapher is at the switch. In event Telegrapher is not at switch to properly close it, conductor must stop train and close switch—making report by wire.

## STAFF SYSTEM

**Covina Line.**—Between Lone Hill, San Dimas, La Verne and Ganesha Junction.

**Smeltzer Line.**—Between Huntington Beach and La Bolsa.

Possession of staff is authority for train to proceed to next staff.

Trains unable to secure staff from staff machine will, after waiting 5 minutes, send flagman ahead and after waiting 5 additional minutes, follow flagman to next staff machine. Failure of staff machine to be reported to Chief Dispatcher from first open telegraph station.

## JOINT USE PACIFIC ELECTRIC RY. TRACK OVER BRIDGES BETWEEN NEWPORT BEACH AND HUNTINGTON BEACH.

Southern Pacific trains are required to protect themselves by flag while using the Pacific Electric tracks over these two bridges.

Southern Pacific trains will stop before fouling the Pacific Electric track. Rear brakeman will protect to rear on both Pacific Electric and Southern Pacific tracks.

Head brakeman will immediately proceed ahead on Pacific Electric tracks to a point a sufficient distance beyond the junction switch of the Pacific Electric tracks to insure full protection against opposing Pacific Electric train before the Southern Pacific train occupies the track.

After waiting fifteen minutes for flagman to proceed ahead and front is protected as provided above, the switch will be opened and train will proceed over the joint track.

It must be thoroughly understood that the switches will not be opened for the Pacific Electric track until the flagman has properly protected the movement.

## TRAIN AND AIR INSPECTION

40. On freight trains where helpers are coupled in rear of train the last helper engineman to make coupling after brake pipe has been parted will sound one blast of the whistle for air test, the leading engineman will, when train is ready, repeat the signal and test will then be made as per Rule No. 17 of the Air Brake Rules. Rear brakeman must not open rear angle cock for test until leading engineman has sounded signal for test. Other enginemen in train must not whistle off until air test has been made.

41. Eastward freight trains will stop at Cabazon, Garnet, Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels under all cars. The following are exceptions to this rule:

A. Eastward freight trains stopping at Owl for other operating reasons will be given not less than 10 minutes train inspection in which event stop at Cabazon for inspection need not be made; and if no other stops are necessary between Owl and Garnet, train will stop at Whitewater for inspection.

B. Eastward freight trains averaging less than 100 Ms per operative brake will not stop at Edom for train inspection. Retaining valves on all cars in trains not stopping at Edom, in accordance with the above, will be turned down at Garnet.

C. Westward freight trains stopping at El Casco will give not less than 10 minutes train inspection in which event stop at Ordway for inspection will not be made, or trains stopping at Hinda or Haig will give not less than 10 minutes to inspection and will then not be necessary to stop at Ordway for inspection providing train is required to stop at Redlands for operating reasons, at which point 10 minutes inspection will be made.

42. Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that train line is not obstructed by a closed angle cock.

43. Engines running light, descending grades of 1½ per cent and over, will stop for inspection a sufficient length of time for the engineman to satisfy himself that tires and machinery are in satisfactory condition.

44. Maximum tonnage rating per operative brake 125 Ms between Colton and Garnet must be strictly observed.

45. Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list showing tonnage of each car in train. Car Inspector will record on list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

46. Freight trains taking siding where it is necessary for them to open their own switch, and necessary to apply train (automatic) brakes must be brought to a stop and sufficient time allowed to insure release of all brakes in train before an attempt is made to start, one or one and one-half minutes generally is required to insure such release; enginemen must be governed by gauge as well as time duration in this work.

Where train (automatic) brakes have been applied for any cause and speed reduced to as low as fifteen miles per hour, except in grade work where average speed is fifteen miles or lower, stop should also be made and time duration as outlined above recognized before attempt is made to start.

Where undesirable action of brake is noticed, enginemen must place handle of brake valve in lap position and allow train to come to stop, employing the same means to insure all brakes releasing before attempt is made to start again.

Special attention of trainmen must be given in these instances to see that all brakes on rear end of train have released.

47. Standing air-brake test must be made at Beaumont by all trains except passenger trains on which brake pipe hose have not been separated.

48. When running air-brake test on passenger trains is made at Beaumont, in accordance with instructions contained in Rule No. 16 in Book of Rules and Regulations Governing the Care and Operation of Air Brakes, the proper point to make this test, under ordinary conditions, is in the vicinity of the east switch at Beaumont.

49. Within limits of Los Angeles Yard when making running test rear brakeman will use Communicating Signal 16 (h).

## USE OF RETAINERS

### PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet, retainers will be turned up on all cars. Westward trains need not stop at Bryn Mawr to turn down retainers, but all those accessible will be turned down at that point, balance at first stop west.

### FREIGHT TRAINS

Descending grade between Colton and Edom, also on Pasadena and Crafton lines, following will govern:

Trains consisting of all loads, retainers will be turned up on all cars, including equalizers.

Trains consisting of 75 per cent or more P. F. E. loaded cars, retainers on the 20 head cars will be turned up and on balance of train on each alternate car.

Trains consisting of loads and empties, retainers will be turned up on all loads and on each alternate empty.

Trains consisting of 56 cars, all empties, retainers will be turned up on 5 head cars, and every third one in balance of train.

Trains consisting of over 56 cars, all empties, retainers will be turned up on 10 head cars, and every other one back to a certain point, and every third one from there, leaving a few turned down on the rear end. The points to which every other one and every third one will be turned up will be governed by the way the train handles.

Westward trains with less tham 100 Ms per operative brake, retainers will be turned down soon as practicable after passing Bryn Mawr.

When necessary stop at Pershing, retainers on eastward passenger or freight trains may be turned up that point instead of Apex.

Retainers will be used on all eastward freight trains having over 120 Ms per operative brake between San Fernando and Burbank.

Where retainers used speed of freight trains on any grade over 1 per cent must not exceed 25 miles per hour, and on grades this character more than 5 miles long, for first 5 miles time consumed in traveling any one mile not less than 3 minutes. Above maximum speed restriction does not affect speed on heavy grades or other locations where maximum now provided.

## DERAILS IN MAIN TRACK

### COVINA LINE

Bassett—120 feet west of water tank, mile post 497.52.
Pomona—50 feet west of west line of Rebecca St., mile post 514.8 (branch).

### CRAFTON LINE

Crafton—163 feet west of west switch, mile post 551.1.
Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

### SANDIA LINE

Calipatria—174 feet east of junction switch M. P. 676.05.

## SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR.

MAXIMUM SPEED OF ANY FREIGHT TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 6 DEGREES AND OVER.

NO FREIGHT TRAIN OR LIGHT ENGINE SHALL EXCEED A SPEED OF 20 MILES PER HOUR AROUND CURVES OF 6 DEGREES OR OVER. SUCH CURVES LOCATED AS FOLLOWS:

### SANTA BARBARA AND BURBANK

| Between | M. P. | M. P. | Curve |
|---|---|---|---|
| Hasson Chatsworth..... | 442.62 | 442.77 | 6° 00′ |
| " " ..... | 443.00 | 443.25 | 6° 00′ |
| " " ..... | 443.42 | 443.71 | 6° 00′ |
| " " ..... | 444.03 | 444.39 | 6° 00′ |

### SAUGUS AND LOS ANGELES

| Between | M. P. | M. P. | Curve |
|---|---|---|---|
| Saugus................ | 449.8 | 449.25 | 6° 00′ |
| Tunnel................ | 456.38 | 456.48 | 6° 00′ |
| Magazine.............. | 456.89 | 457.00 | 6° 00′ |
| " .............. | 457.11 | 457.24 | 6° 08′ |

### LOS ANGELES AND YUMA

| Between | M. P. | M. P. | Curve |
|---|---|---|---|
| River Sta. Twr. Miss. Jct | 482.06 | 482.17 | 6° 11′ |
| Ordway El Casco....... | 551.78 | 551.97 | 6° 03′ |
| Araz Jct. Araz.......... | 726.48 | 726.71 | 8° 00′ |

In addition, at Niland there is a 7 degree curve from M. P. 667.62 to 667.84.

### OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

| | M.P.H. |
|---|---|
| Light engines running ahead except 2-10-2, 3653 and higher................ | 35 |
| Yard engines.................................................. | 20 |
| 2-10-2 Class in passenger service as follows: | |
| (a) On Tangent track.......................................... | 45 |
| (b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger engines; | |
| (c) Type F-3, F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type. | |
| 2-10-2 in other service 30 miles per hour on tangent track and curves of less than 6 degrees and 15 miles per hour on curves of 6 degrees and over. | |
| 2900 class, 4200 class—in passenger service.......................... | 40 |
| 4000 class—in passenger service.................................. | 35 |
| Freight consolidation—in passenger service and Mikado Type............ | 45 |
| Engines backing coupled in trains or light on main track................. | 25 |
| Same on Branches............................................ | 20 |
| Trains handling relief outfit on main track, and Santa Ana Branch......... | 25 |
| Branches (except Santa Ana).................................... | 15 |

The following restrictions indicated by slow boards placed ¼ mile from point of restriction.

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| 4, 5 | 456.37 and 458.10.......................... | 30 | 20 | 20 |
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| 4, 5 | Through cross-overs Burbank Jct. Tower....... | 30 | 30 | 30 |
| 4 | Glendale tower to signal 4802................ | 25 | 25 | 25 |
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| 4, 5 | On third track between Glendale Tower and west lead New Yard.................. | .. | 15 | 15 |
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| | M. P. 567 and 588 (descending grade)......... | 40 | 18 | 35 |
| | M. P. 588 and 610 (descending grade)......... | .. | 25 | 35 |
| 8,9,10,11 | Between Outside switches, Indio............. | 12 | 12 | 12 |
| 15 | Clement Jct. and Florence.................. | 30 | 20 | 20 |
| 15 | Between Florence and San Pedro (except as below) | 40 | 30 | 30 |
| 15 | East home signal Dominguez Tower and Thenard.......................... | 35 | 25 | 25 |
| 15 | Thenard and Fifth Street, San Pedro........ | 15 | 15 | 15 |
| 15 | Over Drawbridge.......................... | 20 | 20 | 20 |
| 15 | Consolidation engines..................... | 20 | .. | .. |
| 15 | Long Beach Line........................... | 20 | 15 | 15 |
| 17 | Whittier Line.............................. | 20 | 15 | 15 |
| 15 | Between Crossover Switches at end of double track and opposite station building, Florence. | 15 | 15 | 15 |
| 16 | Santa Ana and Florence (except as below)...... | 40 | 30 | 30 |
| 16 | West Anaheim and 1 mi. east of Anaheim...... | 15 | 15 | 15 |
| 16, 17 | Santa Ana and Newport, Huntington Beach and Stanton Jct.......................... | 30 | 25 | 25 |
| 17 | Newport and Huntington Beach.............. | 20 | 20 | 20 |
| 17 | Between Los Alamitos and West Anaheim..... | 20 | 15 | 15 |
| 17 | Tustin Line................................ | 20 | 15 | 15 |
| 16 | West Anaheim and West Anaheim Jct. via Miraflores.......................... | 15 | 15 | 15 |
| | Power heavier than Mogul not to be used. | | | |
| 13 | Pasadena Line.............................. | 15 | 15 | 15 |
| 13 | Duarte Branch (except as below)............. | 30 | 20 | 20 |
| 13 | Over Main St. crossing West Alhambra (westward trains stop before crossing Main Street) eastward trains.......................... | 6 | 6 | 6 |
| 13 | Covina Line (except Consolidated engines)..... | 40 | 25 | 25 |
| 13 | Covina Line, Consolidated engines............ | 20 | 20 | 20 |
| 13 | Chino Line................................ | 25 | 18 | 18 |
| 13 | Bryn Mawr and Crafton..................... | 25 | 20 | 20 |
| 13 | Over all crossings, City of Redlands.......... | 10 | 10 | 10 |
| 13 | Between San Bernardino and Riverside........ | 35 | 20 | 20 |
| 10, 11 | 723 and 727............................... | 30 | 20 | 20 |
| 10, 11 | West Switch, Colorado and Yuma............. | 12 | 12 | 12 |
| 14 | Westmorland Line and Laguna Dam Line...... | 20 | 20 | 20 |
| 14 | Over Main St. crossing, El Centro............ | 6 | 6 | 6 |
| 14 | Over Main St. crossing, Calipatria........... | 12 | 12 | 12 |
| 14 | Over Alamo Bridge between Calipatria and Rockwood........................... | 30 | 20 | 20 |
| 14 | Between Outside switches, Heber............. | 30 | 30 | 30 |
| 14 | Sandia Branch............................. | 25 | 25 | 25 |

3600, 3700 and 4300 class engines must not be used on any branch line, or between Montalvo and Saugus. 3600 and 3700 class engines must not be used between Niland and Araz Jct. via Calexico.

Engines heavier than Consolidation must not be used between Los Angeles and Santa Ana or on following branches; Burbank, Chino, Redlands, Sandia, San Pedro.

Engines heavier than C 2 class must not be used on Pasadena and Duarte branches.

Engines heavier than Mogul must not be used on following branches; Ojai, Long Beach, Whittier, Newport, Los Alamitos, Tustin, Westmorland, Laguna, except Consolidations may be used between Ventura Jct. and Ortonville, Ojai branch.

Engines of more than 126,000 lbs. on drivers will not exceed speed of 12 miles per hour between Ortonville and MP 404 and between MP 407½ and 411.

Trains handled by consolidation engines will not exceed ten miles per hour between Redlands Second street and Crafton Stations.

Engines heavier than Consolidation must not be used on high line, San Pedro.

Engines heavier than light Moguls not exceed 6 miles per hour on sidings Duarte branch.

Engines heavier than Consolidation must not be used on Declez Line south of crossover to hog ranch.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed 6 miles per hour on following tracks in Indio yard; train yard tracks, old and new, Long Siding, caboose tracks, side tracks west of freight house.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed speed of 4 miles per hour on following tracks in Colton yard:

Yard Tracks 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 14, Corral Track, Scale Track, Caboose Track, P. F. E. tracks 5 and 6.

Consolidation engines must not exceed 5 miles per hour on Limoneria Spur, Santa Paula Line.

Speed must not exceed 5 miles per hour on Rice's Spur and engines heavier than Consolidations must not be used.

2-10-2 engines must not exceed 8 miles per hour on No. 7 turn-outs and all slip switches. This class engine must not be used over packing house spur to house track or vice versa at Bloomington, or over Winery Spur at Guasti.

Trains handling large loaded oil cars will not exceed 12 miles per hour on following branches: Los Alamitos, Long Beach, Laguna, Ojai, Whittier, Newport, Redlands, Tustin and Declezville spur, except not exceed 15 miles per hour between Stanton Jct. and West Anaheim or 20 miles per hour Santa Ana and Costa Mesa and Huntington Beach and Stanton Jct.

Cars with gross load over 154,000 lbs. must not be handled on Ojai Branch.

On eastward main track, 300 feet east of Shed "A," Los Angeles, curvature through the cross-over switch is approximately 20 degrees. This is a tongue and mate girder rail switch. Speed of all trains through this switch is restricted to 8 miles per hour.

Engines must not go on private car track Pasadena beyond water plug except to set out or pick up private cars.

Train or engines will approach Ninth Street crossing at Colton with caution at a speed not to exceed 10 miles per hour, prepared to stop before fouling the crossing. When it is seen the crossing is clear, trains or engines may proceed over this crossing without stopping. Trains or engines shoving cars will come to a stop at a point clear of the crossing and may proceed when the crossing is seen to be clear. Cars will not be kicked over Ninth Street crossing. Trains or engines to or from San Bernardino or Riverside will come to a stop before fouling this crossing and may proceed over same under protection of flag.

Where ground is soft, speed must be 10 miles per hour or less.

Passenger trains not exceed 35 miles per hour and freight trains 20 miles per hour over any steam or electric crossing movement over which is controlled by interlocking signals.

When necessary to move cars ahead of engine, do not exceed 20 miles per hour.

When entering or leaving sidings, or moving while on sidings, do so with caution not exceeding a speed of eight (8) miles per hour. Responsibility for collision on siding placed with moving train.

Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not go to clear will be governed by Rule 509.

### SPEED TABLE.

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10 | 21 | 2.51 | 31 | 1.56 | 41 | 1.27 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 |
| 10 | 6 | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 |
| 12 | 5 | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 |
| 15 | 4 | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 |
| 18 | 3.20 | 28 | 2.8 | 38 | 1.34 | 48 | 1.15 |
| 19 | 3.9 | 29 | 2.4 | 39 | 1.33 | 49 | 1.13 |
| 20 | 3 | 30 | 2 | 40 | 1.30 | 50 | 1.12 |

### MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.

All engines, with the following exceptions, are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

| Class of Engine | Engine Numbers | Maximum Speed in Miles per Hour | Maximum Wheel Pressure |
|---|---|---|---|
| A-1 | 3000 to 3309 | 63 | 45120 lbs. |
| A-2 | 3022 | 64 | 44500 " |
| MC-1 | 4000 and 4001 | 53 | 42760 " |
| MC-2 | 4002 to 4016 | 53 | 42760 " |
| MC-4 | 4017 to 4028 | 53 | 43130 " |
| MC-6 | 4029 to 4043 | 53 | 43230 " |
| MC-6 | 4044 to 4048 | 53 | 42680 " |
| MK-2 | 3200 to 3202, 3205, 3206, 3210, 3211 | 49 | 46140 " |
| MK-4 | 3216 to 3230, 3232 to 3235 | 49 | 45560 " |
| MM-2 | 4200 to 4211 | 56 | 46300 " |
| T-6 | 2187, 2190, 2194, 2200, 2203, 2204, 2205 | 50 | 22740 " |
| T-6 | 2197, 2208 | 45 | 24110 " |
| T-28 | 2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352 | 54 | 46220 " |
| TW-2 | 2946, 2948 to 2953 | 43 | 25860 " |
| TW-4 | 2926 to 2931 | 44 | 26000 " |

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Above table for information of enginemen must not be considered in any way to authorize exceeding speed limit specified under "speed restrictions."

### STRUCTURES LESS THAN STANDARD CLEARANCE

| Mile Post | Between | Height | Description |
|---|---|---|---|
| 454.9 | Newhall and Sylmar | 22 ft | Tunnel No. 25. |
| 441.2 | Hasson and Chatsworth | 16 ft. 6 in | Tunnel No. 26. |
| 442.9 | Hasson and Chatsworth | 20 ft. 10 in | Tunnel No. 27. |
| 443.9 | Hasson and Chatsworth | 21 ft. 4 in | Tunnel No. 28. |
| 423.0 | Sespe and Brownstone | 21 ft. 4 in | Sespe Creek. |
| 432.2 | Piru and Camulos | 21 ft. 4 in | Piru Creek. |
| 446.2 | Castaic and Saugus | 20 ft. 6 in | Santa Clara River. |
| 481.7 | Taylor—River Sta. Tower | 21 ft. 6 in | Footbridge. |
| 482.6 | Mission Junction—Aurant. | 21 ft. 9 in | L. A. River. |
| 547.3 | Motor Jct.-Redlands 2d St. | 19 ft. 6 in | Mill Creek. |

Braun Iron Works, Shorb, girders supporting crane will not clear man on top box car.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, La Bolsa and Huntington Beach, will not clear man on side of car.

Pacific Electric power wires over two bridges between Newport Beach and Huntington Beach will not clear man on top of train.

Clearance is impaired by shed in Union Rock Co. plant Compton. Do not switch cars beyond this point.

Bunkers on Macklin Spur between Newport Beach and Huntington Beach will not clear man on side of car.

Posts erected each side of Pacoima Gravel Pit spur do not provide proper clearance. Do not ride on side of car in using this spur.

Platform alongside lime pit track of Ventura County Ry. at Oxnard will not clear man riding on side of cars. Extreme care must be taken when entering this track.

Los Angeles Yard:

| | |
|---|---|
| West end Midway Yard Foot Bridge | River Station Tower |
| Capital Milling Co. Bldg | " " |
| Edison Electric Co | " " |
| Road Crossing Bridge | Taylor. |
| Union Warehouse Bldg | Naud Junction. |
| Los Angeles River Bridge | Mission Junction. |
| Llewellyn Iron Works House Spur | " " |
| Lacey Mfg. Co., Gate Frame | " " |
| Lacey Mfg. Co., crane on their spur inside yard | " " |
| J. E. Cook Warehouse | Jackson and Alameda Sts. |
| L. A. Farming and Milling Co | Commmerical " " " |
| L. A. Warehouse | " " " " |
| J. A. Roebling | Market " " " |
| Western Commercial Co | " " " " |
| Union Hardware and Metal Co | First " " " |
| L. A. Ice and Cold Storage Co | Fourth Street Plant. |

Fence of the Oakley Paint Company between Clover and Antonio Sts., Alhambra Ave., Los Angeles, does not afford proper clearance.

Oil well derricks M. P. 499 to 499.4 near Fulton Wells will not clear man on side of car.

Clearance is impaired by store room building Rivas Rock Quarry.

Load line clearances permissible Tunnel 26:

From top of rail to 13 ft. 3 in. above top of rail maximum width of load is 11 ft., or 5 ft. 6 in. on each side of center line of track. Above 13 ft. 3 in. to 16 ft. 6 in., the load narrows down to 5 ft. in width, 2 ft. 6 in. on each side of center line of track. Nothing higher than 16 ft. 6 in. should go through this tunnel.

Pacific Fruit Express Company's icing platform Santa Barbara, Los Angeles, Brawley, El Centro, Calexico, and tracks 5, 6, 7 Colton, will not clear man on side of car. Clearance between edge of platform and center icing track six feet, eight inches.

At the plant of Orange County Rock & Gravel Co. located at Frink there are three power wires and two telephone wires passing over the spur on which cars are set for loading. These wires clear the top of the rail at a distance of 18 ft. No cars except gondolas and flats must be handled over this spur. S. P. engines must not pass under power line crossing near the bunkers.

Following water tanks are not standard clearance Chatsworth, Guasti, Cabazon, Whitwater, Indio, Imperial, Calexico, Pomona, Colton and El Casco.

Water Column at Whitewater is not standard clearance.

**Employes are warned that it is dangerous to ride on top or sides cars at above mentioned points.**

### AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

| Kind of Car | Average Weights—Pounds | | |
|---|---|---|---|
| | Wood | Steel | Steel Underframe |
| Baggage | 75,800 | 96,200 | |
| " (Dynamo) | | 101,000 | |
| Baggage and Mail 60′ | | 97,800 | 86,100 |
| " " " 69′ | 78,800 | 124,900 | |
| Baggage and Passenger | 66,800 | | |
| Club | | 135,300 | 121,400 |
| Club (Dynamo) | | 145,700 | |
| Business | 114,200 | 178,500 | 141,600 |
| Chair | 84,300 | 99,200 | |
| Coaches | 75,300 | 101,200 | |
| Dining | 130,600 | 150,400 | 143,400 |
| Express, Horse | 96,200 | | |
| Express, Refr. (A.R.E.) 40 to 154 | | | 78,000 |
| " " " " " 155 to 224 | | | 89,000 |
| " " " " " 500 to 506 | | | 110,000 |
| " " " " " 1101 to 1175 | | | 85,000 |
| " " (GN RR) | 70,000 | | |
| " " (NP RR) | 60,000 | | 74,000 |
| Observation | 121,700 | 144,000 | 128,100 |
| Postal 40′ | | 71,800 | |
| " 60′ | | 113,800 | |
| Pullman Observation | 124,000 | 148,000 | 142,000 |
| " Parlor | 115,000 | 149,000 | 142,000 |
| " Standard Sleepers | 125,000 | 158,350 | 145,000 |
| " Tourist Sleepers | 94,000 | | 133,000 |
| Tea and Silk | 48,000 | | |

### MILEAGE

#### Main Line

| | | | |
|---|---|---|---|
| Saugus to Yuma | S. P. R. R. | 282.49 | |
| Montalvo to Saugus | S. P. R. R. | 45.42 | |
| Santa Barbara to Burbank | S. P. R. R. | 93.45 | |
| Niland to Calexico | S. P. R. R. | 41.70 | |
| Cantu to Araz Jct. | S. P. R. R. | 2.70 | |
| Total Main Line | | | 465.76 |

#### Branches

| | | | | | |
|---|---|---|---|---|---|
| Burbank | S. P. R. R. | Burbank to Chatsworth | | 20.92 | |
| Chino | S. P. R. R. | Pomona Jct. to Chino | 4.75 | | |
| | | Ontario to Chino | 5.10 | 9.85 | |
| Covina | S. P. R. R. | Bassett to Pomona | | 17.40 | |
| Declezville Spur | S. P. R. R. | Declez to Declezville | | 2.55 | |
| Duarte | S. P. R. R. | Shorb to Rivas | | 13.96 | |
| Laguna | S. P. R. R. | Colorado to Potholes | | 12.33 | |
| Long Beach | S. P. R. R. | Thenard to Long Beach | | 2.81 | |
| Los Alamitos | S. P. R. R. | West Anaheim to Los Alamitos | | 10.23 | |
| Ojai | S. P. R. R. | Ventura Jct. to Ojai | | 15.16 | |
| Pasadena | S. P. R. R. | Shorb to Pasadena | | 4.83 | |
| Redlands | S. P. R. R. | Bryn Mawr to Crafton | | 8.98 | |
| Westmorland | S. P. R. R. | Calipatria to Westmorland | | 12.79 | |
| Sandia | S. P. R. R. | Calipatria to Sandia | | 21.68 | |
| San Bernardino & Riverside | S. P. R. R. | San Bernardino to Riverside | | 11.89 | |
| San Pedro | S. P. R. R. | Los Angeles to Pt. Firmin | | 27.45 | |
| Los Angeles | S. P. R. R. | Naud Jct. to Mission Jct. | | 0.42 | |
| Santa Ana | S. P. R. R. | Florence to Santa Ana | | 31.39 | |
| Newport | S. P. R. R. | Santa Ana to Stanton Jct. | | 26.14 | |
| Tustin | S. P. R. R. | Tustin Jct. to Tustin | | 10.64 | |
| Whittier | S. P. R. R. | Studebaker to Whittier | | 5.91 | |
| Total Branches | | | | | 267.33 |
| Total Los Angeles Division | | | | | 733.09 |

## LIST OF SURGEONS.

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco | Dr. F. K. Ainsworth | Chief Surgeon and Manager. |
| San Francisco | Dr. W. B. Coffey | Assistant Chief Surgeon. |
| Los Angeles | Dr. G. S. Hall | Division Surgeon. |
| Los Angeles | Dr. M. T. Steele | Assistant Surgeon. |
| Los Angeles | Dr. R. W. Starr | Assistant Surgeon. |
| Los Angeles—(Inglewood and Hyde Park) | Dr. E. D. Charland | District Surgeon. |
| Los Angeles—(Huntington Park) | Dr. Walter Gavey | District Surgeon. |
| Los Angeles—(Eagle Rock) | Dr. Marion M. Null | District Surgeon. |
| Los Angeles—(Belvedere Gardens) | Dr. Frank M. Wilson | District Surgeon. |
| Los Angeles—(Hollywood) | Dr. R. W. Avery | District Surgeon. |
| Los Angeles—(Riverside Gardens) | Dr. Rollin D. Baker | District Surgeon. |
| Los Angeles | Dr. E. G. Goodrich | Visiting Surgeon.<br>White Memorial Hospital. |
| Los Angeles | Dr. E. A. Bryant | Consulting Surgeon. |
| Los Angeles | Dr. Geo. W. McCoy | Oculist and Aurist. |
| Los Angeles | Dr. R. O. Bullis | Assistant Oculist and Aurist. |
| Santa Monica | Dr. C. E. Rooney | District Surgeon. |
| Compton | Dr. A. L. Holcombe<br>Dr. C. R. Jennings | Emergency Surgeons. |
| Long Beach | Dr. C. H. Woods | Emergency Surgeon. |
| Long Beach | Dr. E. C. Renfrew | Emergency Surgeon. |
| Wilmington | Dr. Guy Shirey | District Surgeon. |
| San Pedro | Dr. F. W. Reynolds | District Surgeon. |
| Downey | Dr. E. H. Welcome | Emergency Surgeon. |
| Whittier | Dr. W. H. Stokes | Emergency Surgeon. |
| Norwalk | Dr. L. J. Otis | Emergency Surgeon. |
| Anaheim | Dr. J. L. Beebe | Emergency Surgeon. |
| Orange | Dr. D. F. Royer | Emergency Surgeon. |
| Santa Ana | Dr. C. D. Ball | District Surgeon. |
| Santa Ana | Dr. Dexter R. Ball | Assistant District Surgeon. |
| Pasadena | Dr. F. C. E. Mattison | District Surgeon. |
| Monrovia | Dr. L. N. Wheeler | Emergency Surgeon. |
| Alhambra | Dr. J. S. Hull | Emergency Surgeon. |
| San Gabriel | Dr. C. L. Magee | Emergency Surgeon. |
| El Monte | Dr. W. S. Wilcox | District Surgeon. |
| Puente | Dr. W. W. Schultz | District Surgeon. |
| Covina | Dr. J. D. Reed | Emergency Surgeon |
| Pomona | Dr. Edwin P. Wallace | District Surgeon. |
| Chino | Drs. Noggle and Miller | Emergency Surgeons. |
| Ontario | Dr. S. A. Craig | District Surgeon. |
| Colton | Dr. C. F. Whitmer | District Surgeon. |
| Colton | Dr. J. A. Champion | Assistant District Surgeon. |
| San Bernardino | Dr. S. Forsythe | District Surgeon. |
| Redlands | Dr. G. G. Moseley | District Surgeon. |
| Riverside | Dr. S. H. Keller | District Surgeon. |
| Banning | Dr. A. L. Brankamp | District Surgeon. |
| Beaumont | Dr. F. D. West | District Surgeon. |
| Indio | Nurse in charge of Emergency Hospital. | |
| Thermal | Dr. S. S. M. Jennings | District Surgeon. |
| Calipatria | Dr. F. F. Malone | District Surgeon. |
| Brawley | Dr. Eugene LaBaron | District Surgeon. |
| Brawley | Dr. J. C. Hill | Assistant District Surgeon. |
| Imperial | Dr. H. V. Gray | District Surgeon. |
| El Centro | Dr. F. W. Peterson<br>Dr. W. S. Kiskadden | District Surgeons. |
| Calexico | Dr. P. N. Sims | District Surgeon. |
| Calexico | Dr. A. L. Rice | Assistant District Surgeon. |
| Yuma | Drs. J. A. and H. D. Ketcherside | District Surgeons. |
| Yuma | Dr. E. G. Colby | Assistant District Surgeon. |
| Glendale | Dr. R. E. Chase | District Surgeon. |
| Burbank | Dr. A. E. W. Yale | District Surgeon. |
| Van Nuys | Dr. Chas. B. Canby | Emergency Surgeon. |
| Owensmouth | Dr. Wm. J. Lakey | Emergency Surgeon. |
| San Fernando | Dr. J. E. Wheat | District Surgeon. |
| Newhall | Dr. C. F. Tuomy<br>Dr. G. F. Stevensen | Emergency Surgeons. |
| Fillmore | Dr. J. P. Hinckley | District Surgeon. |
| Santa Paula | Dr. Benj. E. Merrill | District Surgeon. |
| Moor Park | Dr. F. A. Yoakam | Emergency Surgeon. |
| Oxnard | Dr. Raymond T. Francis | Emergency Surgeon. |
| Ventura | Dr. G. A. Broughton | District Surgeon. |
| Ojai | Dr. B. L. Saeger | Emergency Surgeon. |
| Carpinteria | Dr. J. C. Cummings | Emergency Surgeon. |
| Santa Barbara | Dr. H. L. Shurmeier | District Surgeon. |
| Santa Barbara | Dr. Chas. S. Stevens | District Surgeon. |
| Santa Barbara | Dr. Wm. J. Mellinger | Aurist. |
| Santa Barbara | Dr. G. W. Jean | Oculist |

### LOCATION HOSPITAL STRETCHERS.

Saugus
San Fernando
Santa Barbara
Los Angeles
San Pedro
Pomona
Colton
Banning
Indio
Niland
El Centro
Calexico

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### HOSPITALS.

**General Hospital—San Francisco, Cal.**
**Division Hospital—White Memorial Hospital, Los Angeles, Cal.**
**Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.**
**S. P. Emergency Hospital, Indio, Cal.**

# RATING OF ENGINES--LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Los Angeles to Ontario | Ontario to Colton | Colton to Los Angeles | Shorb to Puente Ontario to Bloomington | Bloomington to Savanna Alhambra to Shorb | Colton and Indio | Indio to Patio | Patio to Indio | Los Angeles and Santa Barbara via Oxnard and between Montalvo and Saugus, East and West | Los Angeles to Saugus | Saugus to Los Angeles | Niland and Araz Junction (Inter-California Railway Line) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Single | Single | Single | Single | Single | Single | Single | Single | Single | Single | Single | Single |
| E—10 | E—63 17/24 47 | 1320, 1323, 1331 to 1352 | 140 | 710 | 1330 | 830 | 1330 | 1550 | 410 | 1010 | 940 | 790 | 310 | 350 | 1330 |
| E— 2 | E—69 18/24 59 | 1372, 1373, 1375 | 150 | 760 | 1460 | 900 | 1460 | 1850 | 430 | 1100 | 1040 | 870 | 340 | 380 | 1460 |
| E— 2 | E—69 18/24 61 | 1374, 1376 to 1381 | 150 | | | | | | | | | | | | |
| E— 5 | E—69 18/24 69 | 1383, 1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401 | 165 | 830 | 1600 | 980 | 1600 | 2040 | 460 | 1200 | 1130 | 950 | 360 | 400 | 1600 |
| E— 6 | E—69 18/24 68 | 1402 to 1411 | 165 | 850 | 1620 | 1000 | 1620 | 2060 | 480 | 1220 | 1150 | 970 | 370 | 420 | 1620 |
| E—23 | E—73 20/24 89 | 1433 to 1443 | 190 | 1150 | 2190 | 1350 | 2190 | 2780 | 650 | 1650 | 1550 | 1510 | 510 | 570 | 2190 |
| E—23 | E—73 20/24 92 | 1445 to 1458 | 190 | | | | | | | | | | | | |
| E—24 | E—69 18/26 74 | 1464 to 1467, 1469, 1471 | 165 | 910 | 1720 | 1070 | 1720 | 2100 | 510 | 1310 | 1220 | 1010 | 390 | 440 | 1720 |
| E—27 | E—73 20/26 113-S | 1526 to 1540, Superheated | 210 | 1440 | 2700 | 1690 | 2700 | 3330 | 820 | 2060 | 1920 | 1600 | 640 | 710 | 2700 |
| M— 4 | M—63 20/28 126 | 1615 to 1719 | 190 | 1610 | 2920 | 1870 | 2920 | 3380 | 940 | 2270 | 2100 | 1730 | 730 | 820 | 2920 |
| M—6, M—8 | M—63 21/28 159-S | 1720 to 1724, 1726, 1770 to 1779, 1790, 1798, Superheated | 200 | 1990 | 3600 | 2310 | 3600 | 4110 | 1180 | 2800 | 2590 | 2140 | 920 | 1020 | 3600 |
| M— 6 | M—63 21/28 150-S | 1725, 1727 to 1769, 1780 to 1803, 1823, to 1825, Superheated | 200 | 2000 | 3610 | 2320 | 3610 | 4160 | 1190 | 2800 | 2590 | 2150 | 930 | 1030 | 3610 |
| M— 6 | M—63 21/28 144 | 1725, 1727 to 1769, 1780 to 1803, 1823 to 1825, Saturated | 195 | 1840 | 3340 | 2140 | 3340 | 3860 | 1090 | 2590 | 2400 | 1980 | 850 | 940 | 3340 |
| M— 9 | M—63 21/28 150-S | 1804 to 1822, Superheated | 210 | 2110 | 3800 | 2450 | 3800 | 4330 | 1260 | 2920 | 2740 | 2270 | 990 | 1090 | 3800 |
| M— 9 | M—63 21/28 147 | 1804 to 1822, Saturated | 200 | 1890 | 3420 | 2200 | 3420 | 3910 | 1110 | 2670 | 2460 | 2030 | 870 | 960 | 3420 |
| T—16 | T—57 18/24 80 | 2039, 2040, 2053, 2073, 2081, 2082, 2095, 2108 | 165 | 1050 | 1950 | 1230 | 1950 | 2260 | 610 | 1510 | 1400 | 1150 | 470 | 520 | 1950 |
| T— 7 | T—57 18/24 88 | 2184 to 2186 | 160 | 1010 | 1880 | 1180 | 1880 | 2140 | 580 | 1450 | 1340 | 1100 | 450 | 500 | 1880 |
| T— 9 | T—57 18/24 96 | 2155, 2175, 2180 | 170 | 1090 | 2020 | 1280 | 2020 | 2310 | 630 | 1540 | 1430 | 1190 | 490 | 540 | 2020 |
| T— 9 | T—57 18/24 83 | 2156 to 2169, 2171, 2173 | 160 | 1030 | 1890 | 1200 | 1890 | 2220 | 600 | 1460 | 1350 | 1120 | 460 | 520 | 1890 |
| T— 8 | T—57 18/24 87 | 2174, 2176 to 2179, 2181 to 2183 | 160 | | | | | | | | | | | | |
| T— 3 | T—69 20/26 113 | 2214 to 2220 | 180 | 1260 | 2360 | 1470 | 2360 | 2740 | 720 | 1790 | 1680 | 1390 | 550 | 620 | 2360 |
| T— 2 | T—63 19/24 105 | 2221 to 2234 | 160 | 1000 | 1890 | 1180 | 1890 | 2310 | 570 | 1440 | 1340 | 1120 | 340 | 490 | 1890 |
| T— 1 | T—63 20/26 112 | 2235 to 2273 | 180 | 1430 | 2620 | 1670 | 2620 | 3080 | 840 | 2000 | 1850 | 1560 | 660 | 730 | 2620 |
| T—25 | T—69 20/28 134 | 2274 to 2281 | 200 | 1530 | 2840 | 1790 | 2840 | 3430 | 880 | 2180 | 2030 | 1690 | 680 | 760 | 2840 |
| T—26 | T—69 21/28 152-S | 2283 to 2300, Superheated | 200 | 1780 | 3280 | 2070 | 3280 | 3900 | 1040 | 2510 | 2340 | 1960 | 820 | 910 | 3280 |
| T—23 | T—63 21/28 152-S | 2301 to 2308, 2310, Superheated | 210 | 2120 | 3810 | 2460 | 3810 | 4400 | 1260 | 2960 | 2730 | 2280 | 990 | 1100 | 3810 |
| T—23 | T—63 21/28 144 | 2301 to 2308, 2310, Saturated | 200 | 1890 | 3420 | 2200 | 3420 | 3950 | 1110 | 2660 | 2460 | 2030 | 870 | 970 | 3420 |
| T—28 | T—63 22/28 162-S | 2311 to 2352, Superheated | 210 | 2310 | 4160 | 2680 | 4160 | 4800 | 1370 | 3240 | 3000 | 2480 | 1080 | 1190 | 4160 |
| T—31 | T—63 22/28 162-S | 2353 to 2362 | 200 | 2180 | 3950 | 2540 | 3950 | 4490 | 1290 | 3070 | 2840 | 2340 | 1010 | 1120 | 3950 |
| T—32 | T—69 23/28 174-S | 2363 to 2370 | 200 | 2160 | 3920 | 2520 | 3920 | 4760 | 1270 | 3050 | 2830 | 2330 | 1000 | 1100 | 3920 |
| T—32 | T—69 23/28 174-S | 2371 to 2384 | 210 | 2300 | 4190 | 2670 | 4190 | 5040 | 1360 | 3200 | 2980 | 2530 | 1080 | 1200 | 4190 |
| P—1, P—3 | P—77 22/28 141-S | 2400 to 2437, Superheated | 210 | 1790 | 3350 | 2100 | 3350 | 4080 | 1020 | 2560 | 2380 | 1980 | 800 | 890 | 3350 |
| P— 5 | P—77 22/28 141-S | 2438 to 2452 | 200 | 1710 | 3190 | 2000 | 3190 | 3690 | 980 | 2430 | 2270 | 1890 | 760 | 850 | 3190 |
| P— 6 | P—77 25/28 172-S | 2453 to 2458 | 200 | 2250 | 4170 | 2620 | 4170 | 5110 | 1310 | 3190 | 2980 | 2490 | 1030 | 1140 | 4170 |
| P— 7 | P—73 25/28 171-S | 2476, 2477 | 200 | 2400 | 4430 | 2800 | 4430 | 5430 | 1410 | 3400 | 3180 | 2660 | 1120 | 1240 | 4430 |
| C—9, C—10 | C—57 22/30 194-S | 2513 to 2599, 2752 to 2857, Superheated | 210 | 2560 | 4590 | 2960 | 4590 | 5220 | 1530 | 3590 | 3300 | 2720 | 1200 | 1320 | 4590 |
| C— 8 | C—57 22/30 192-S | 2698 to 2751, Superheated | | | | | | | | | | | | | |
| C— 9 | C—57 22/30 187 | 2513 to 2599, 2752 to 2830, Saturated | 200 | 2260 | 4090 | 2620 | 4090 | 4640 | 1340 | 3190 | 2930 | 2400 | 1040 | 1150 | 4090 |
| C— 8 | C—57 22/30 185 | 2698 to 2751, Saturated | | | | | | | | | | | | | |
| C— 2 | C—57 22/34 172-S | 2600 to 2611, Superheated | 190 | 2310 | 4130 | 2610 | 4130 | 4680 | 1400 | 3430 | 3120 | 2400 | 1080 | 1190 | 4130 |
| C— 4 | C—57 22/34 183-S | 2612 to 2623, Superheated | | | | | | | | | | | | | |
| C— 2 | C—57 22/34 172 | 2600 to 2611, Saturated | 185 | 2210 | 3960 | 2500 | 3960 | 4490 | 1330 | 3130 | 2840 | 2290 | 1020 | 1130 | 3960 |
| C— 4 | C—57 22/34 176 | 2612 to 2623, Saturated | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 187-S | 2624 to 2693, Superheated | 210 | 2590 | 4620 | 2990 | 4620 | 5250 | 1560 | 3590 | 3300 | 2740 | 1230 | 1350 | 4620 |
| C— 5 | C—57 22/30 180 | 2624 to 2693, Saturated | 200 | 2290 | 4120 | 2650 | 4120 | 4660 | 1370 | 3190 | 2950 | 2430 | 1070 | 1180 | 4120 |
| P—10 | P—73 25/28 181-S | 2478 to 2483 | 200 | 2530 | 4640 | 3010 | 4640 | 5440 | 1440 | 3600 | 3300 | 2750 | 1110 | 1240 | 4640 |
| P—10 | P—73 25/28 183-S | 2484 to 2491 | 200 | 2620 | 4840 | 3130 | 4840 | 5760 | 1480 | 3930 | 3600 | 2860 | 1120 | 1270 | 4840 |
| TW— 8 | TW—54 21/32 155 | 2914 to 2923 | 180 | 1920 | 3460 | 2180 | 3460 | 3920 | 1150 | 2730 | 2470 | 1990 | 880 | 980 | 3460 |
| TW— 6 | TW—50 20/26 110 | 2954 | 160 | 1490 | 2710 | 1730 | 2710 | 3160 | 870 | 2110 | 1940 | 1580 | 670 | 750 | 2710 |
| A— 3 | A—81 20/28 112-S | 3025 to 3071, Superheated | 210 | 1370 | 2630 | 1610 | 2630 | 3090 | 770 | 1970 | 1860 | 1560 | 600 | 670 | 2630 |
| A— 3 | A—81 20/28 105 | 3025 to 3071, Saturated | 200 | 1230 | 2390 | 1460 | 2390 | 2800 | 680 | 1750 | 1650 | 1410 | 530 | 600 | 2390 |
| MK— 2 | MK—57 23¾/30 206-S | 3200 to 3215 | 210 | 3020 | 5400 | 3490 | 5400 | 6130 | 1780 | 4700 | 4330 | 3200 | 1420 | 1576 | 5400 |
| MK— 4 | MK—57 23¾/30 206-S | 3216 to 3233 | 200 | 2850 | 5110 | 3300 | 5110 | 5760 | 1670 | 4000 | 3680 | 3020 | 1330 | 1470 | 5110 |
| MK-5, MK-6 | MK—63 26 /28 210-S | 3237 to 3271 | 200 | 3090 | 5560 | 3590 | 5560 | 6400 | 1850 | 4340 | 4010 | 3320 | 1450 | 1610 | 5560 |
| F— 1 | F—63 27½/32 273-S | 3600 to 3652 | 200 | 3750 | 6700 | 4340 | 6700 | 7610 | 2250 | 5260 | 4840 | 3980 | 1760 | 1950 | 6700 |
| F— 3 | F—63 29½/32 297-S | 3653 to 3667 | 200 | 4280 | 7650 | 4940 | 7650 | 8000 | 2560 | 6000 | 5510 | 4530 | 2010 | 2210 | 7650 |
| F—4, F—5 | F—63 29½/32 306-S | 3668 to 3768 | 200 | 4530 | 8330 | 5370 | 8000 | 8000 | 2700 | 6590 | 6050 | 4790 | 2130 | 2330 | 8330 |
| MC— 2 | MC—57 $\frac{26-40}{30}$ 394 | 4000 to 4016 | 200 | 5330 | 9000 | 6020 | 8000 | 8000 | 3000 | 7470 | 6880 | 5530 | 2570 | 2820 | 9000 |
| MM — 2 | MM—63 $\frac{25-28}{28}$ 320 | 4200 to 4211 | 200 | 3820 | 6850 | 4440 | 6850 | 8000 | 2270 | 6120 | 5660 | 4060 | 1770 | 1960 | 6850 |
| Mt—1 | MT—73 28/30 246-S | 4300 to 4327 | 210 | 3530 | 6490 | 4120 | 6490 | 7270 | 2070 | 5240 | 4870 | 3840 | 1620 | 1800 | 6490 |
| | | Allowance for Empty and Under-loaded Cars: Less than 40 M's | | 3 | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 3 | 3 | 3 | 3 |
| | | 40 to 50 M's | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 |

Rating of through trains east will be those shown in Column No. 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighting 187,000 pounds on Drivers:

$$C\text{-}57\frac{22}{30}187$$

## RULING GRADES

| DISTRICT | Per Cent Grade | Degree Maximum Curve | Per Cent Equivalent Grade |
|---|---|---|---|
| Los Angeles to Ontario | 1.14 | 1.50 | 1.19 |
| Ontario to Colton | 0.64 | 0.00 | 0.64 |
| Colton to Los Angeles | 1.16 | 2.00 | 1.24 |
| Colton and Indio | 1.95 | 3.25 | 2.08 |
| Indio to Patio | 1.00 | 0.00 | 1.00 |
| Patio to Indio | 1.00 | 1.50 | 1.05 |
| Los Angeles and Santa Barbara (via Oxnard) | 1.00 | 0.00 | 1.00 |
| Montalvo and Saugus, (East and West) | 0.90 | 10.00 | 1.30 |
| Los Angeles to Saugus | 2.00 | 6.13 | 2.24 |
| Saugus to Los Angeles | 2.07 | 4.50 | 2.25 |
| Niland and Araz Junction (Inter-California Railway Line) | 0.60 | 0.00 | 0.60 |

### TRAINMASTERS

E. J. KELLUM........... Los Angeles Yard
H. R. HUGHES.......... Los Angeles Yard
B. S. BAUMANN...................... Indio
G. E. DONNATIN, Terminal Trainmaster... .................... Los Angeles Yard

### CHIEF TRAIN DISPATCHER

J. A. DAY...................Los Angeles

### ASST. CHIEF TRAIN DISPATCHERS

T. W. McKINLEY..............Los Angeles
G. H. MARSH ................Los Angeles

### ROAD FOREMEN OF ENGINES

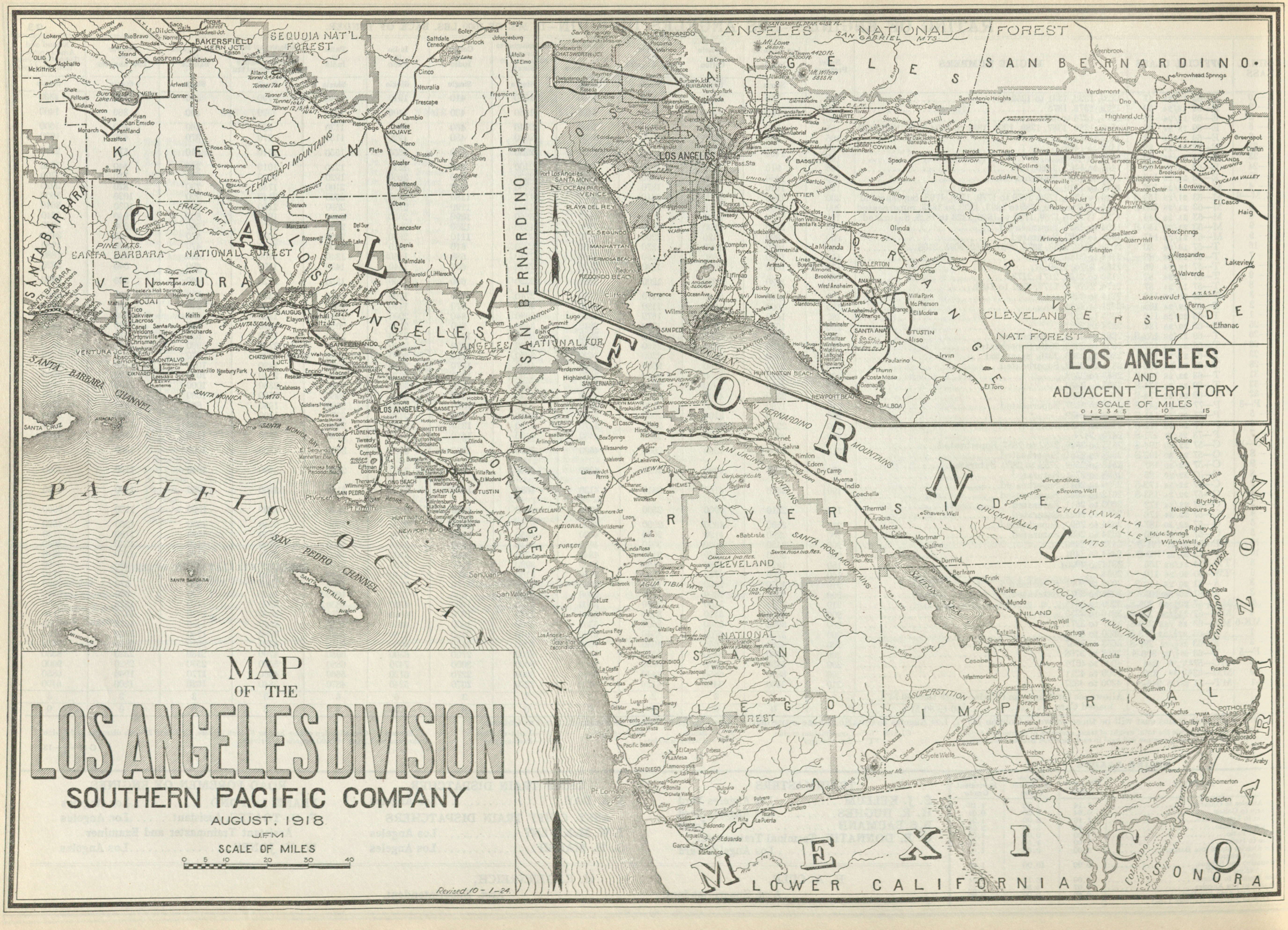
FRANK La FOND............Los Angeles
F. G. TOATES, Assistant.......Los Angeles

### Assistant Trainmaster and Examiner

W. H. JONES................Los Angeles

H. A. CULP,
Asst. Superintendent.

H. R. GERNREICH,
Asst. Superintendent.



# MAP
OF THE
# LOS ANGELES DIVISION
## SOUTHERN PACIFIC COMPANY
AUGUST, 1918

J.F.M

SCALE OF MILES

0 5 10 20 30 40

Revised 10-1-24.

CALIFORNIA
MEXICO
LOWER CALIFORNIA
SONORA
ARIZONA
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
KERN
SANTA BARBARA
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
SEQUOIA NAT'L FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA VALLEY
CHUCKAWALLA MTS
CHOCOLATE MOUNTAINS
SALTON SEA
COLORADO RIVER
Bakersfield
Kern Jct.
Mojave
Lancaster
Palmdale
Saugus
Newhall
San Fernando
Chatsworth
Santa Barbara
Ventura
Oxnard
Los Angeles
Pasadena
Long Beach
San Pedro
Santa Ana
Tustin
Colton
San Bernardino
Riverside
Redlands
Banning
Indio
Mecca
Niland
Brawley
Imperial
El Centro
Calexico
Yuma
San Diego
Santa Catalina
Avalon
LOS ANGELES AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15